TABLE 1 SOUND LEVEL STANDARDS (Db L_{max})					
GENERAL PLAN FOUNDATION COMPONENT	GENERAL PLAN LAND USE DESIGNATION	GENERAL PLAN LAND USE DESIGNATION NAME	DENSITY	MAXIMUM DECIBEL LEVEL	
				7am-10pm	10pm-7am
	□DR□	□ □□□□□□D□□□□□□□ R□□d□□□□□	2□□□ □ □	□□□	□□□
	□□DR□	□□r□□□□□ d□□□□□□□ R□□d□□□□□	□□□ □ □	□□□	□□□
	□DR□	□□□ D□□□□□□R□□d□□□□□	□2□□ □ □	□□□	□□□
	MDR□	M□d□□ D□□□□□□ R□□d□□□□□	2□□□□	□□□	□□□
	M□DR□	M□d□□ □□ □□D□□□□□ R□□d□□□□□	□□□□□	□□□	□□□
	□DR□	□ □D□□□□□R□□d□□□□□	□□□□□	□□□	□□□
	□□DR□	□□r□□ □□D□□□□□ R□□d□□□□□	□□□2□□	□□□	□□□
	□ □DR□	□ □D□□□□ R□□d□□□□□	2□□□	□□□	□□□
	□R□	R□□□□□ □□ □ □r□□□□	□	□□□	□□□
□□ □□ □ □□□□□ D□□□□□□□ □□□□ □	□ □ □	□ □□□□ □□ □ □r□□□□	□	□□□	□□□
	□ □□	□□□r□□□ □□ □ □r□□□□	□	□□□	□□□
	□ □ □	□ □□ □ □□□□□ □□□r□	□	□□□	□□□
	□□□	□□□□□□d □□r□□□	□	□□□	□□□
	□ □	□ □□□□□□d □□r□□□	□	□□□	□□□
	□ □ □	□ □□□□□□□□ □r□□	□	□□□	□□□
	□ □□	□ □□□□□□□□ □□□□□	□	□□□	□□□
	□□□	□ □□□□□□□□ □□□□□R□□d□□□□□	□	□□□	□□□
		□ □□□□□□□□ □□□□ □ □□ □ □r□□□	□	□□□	□□□
		□ □□□□□□□□ □□□□□□□ □d□□□	□	□□□	□□□
		□ □□□□□□□□ □□□□□ □□□□□ □d□□□	□	□□□	□□□
R□r□□□ □ □□□ □ □□□□□ □ □ □ □ □	□DR□	□ □□□□□D□□□□□□□ R□□d□□□□□	2□□□□	□□□	□□□
	□□DR□	□□r□□□□□ D□□□□□□□ R□□d□□□□□	□□□□□	□□□	□□□
	□DR□	□□□ D□□□□□R□□d□□□□□	□2□□□	□□□	□□□
R□r□□□ □ □ □ □ □	RR□	R□r□□R□□d□□□□□	□□□□□	□□□	□□□
	RM□	R□r□□M□□□□□□□□□	□□□□□	□□□	□□□
	RD□	R□r□□D□□□r□	□□□□□	□□□	□□□
□□r□□□□□r□□	□□ □	□□r□□□□r□□	□□□□ □ □	□□□	□□□
□ □□□□□ □□□□□ □ □ □ □ □ □ □ □ □	□ □	□ □□□□r□□□□	□	□□□	□□□
	□ □ □	□ □□□□r□□□□□ □□□□	□	□□□	□□□
	R□□ □	R□□r□□□□	□	□□□	□□□
	R□R□	R□r□□	2□□□ □ □	□□□	□□□
	□ □	□ □□r□□□d□	□	□□□	□□□
	MR□	M□□r□□R□□□□r□□□	□	□□□	□□□

□

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□□□□□□□□□□□□□□□□D□□□□□□□□□□□□R□□□□□□□□□□□□□□□□

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APPENDIX 5.1:

STUDY AREA PHOTOS

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15749_L1_O 1.North
33, 49' 16.940000", 117, 15' 1.870000"



15749_L1_O 2.South
33, 49' 16.970000", 117, 15' 1.810000"



15749_L1_O 3.East
33, 49' 16.940000", 117, 15' 1.790000"



15749_L1_O 4.West
33, 49' 16.900000", 117, 15' 1.840000"



15749_L2_P 1.North
33, 49' 22.000000", 117, 15' 2.250000"



15749_L2_P 2.South
33, 49' 21.910000", 117, 15' 2.140000"



15749_L2_P 3.East
33, 49' 21.860000", 117, 15' 2.090000"



15749_L2_P 4.West
33, 49' 21.890000", 117, 15' 1.980000"

JN:15749



15749_L3_T 1.North
33, 49' 9.600000", 117, 15' 2.110000"



15749_L3_T 2.South
33, 49' 9.580000", 117, 15' 2.170000"



15749_L3_T 3.East
33, 49' 9.610000", 117, 15' 2.110000"



15749_L3_T 4.West
33, 49' 9.640000", 117, 15' 2.250000"

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APPENDIX 5.2:

NOISE LEVEL MEASUREMENT WORKSHEETS

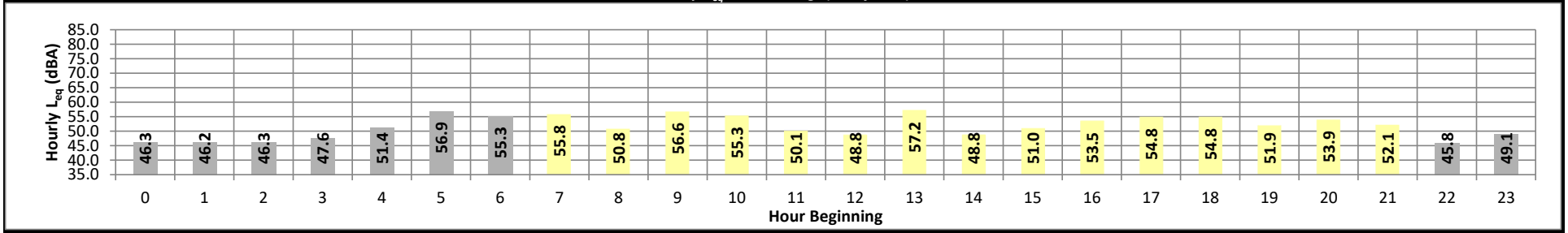
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24-Hour Noise Level Measurement Summary

Date: Wednesday, January 24, 2024 *Location:* L1 - Located west of the site near the residence at 20601 *Meter:* Piccolo II *JN:* 15749

Project: Thrifty Oil *Source:* Tobacco Rd *Analyst:* Z. Ibrahim

Hourly L_{eq} dBA Readings (unadjusted)



Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%	L_{eq}	Adj.	Adj. L_{eq}
Night	0	46.3	50.2	43.3	49.8	49.5	48.6	48.2	47.0	46.0	44.2	43.9	43.4	46.3	10.0	56.3
	1	46.2	53.9	41.8	53.7	53.2	50.7	49.7	46.1	44.7	42.8	42.4	42.0	46.2	10.0	56.2
	2	46.3	49.4	43.8	49.1	48.8	48.2	47.7	46.8	46.0	44.7	44.3	43.9	46.3	10.0	56.3
	3	47.6	50.3	45.5	50.1	49.9	49.4	49.0	48.1	47.4	46.2	45.9	45.6	47.6	10.0	57.6
	4	51.4	53.3	49.7	53.1	53.0	52.7	52.5	51.8	51.2	50.3	50.1	49.8	51.4	10.0	61.4
	5	56.9	58.5	55.7	58.3	58.1	57.8	57.6	57.2	56.8	56.2	56.0	55.8	56.9	10.0	66.9
	6	55.3	57.6	53.9	57.5	57.3	56.8	56.4	55.6	55.1	54.3	54.2	53.9	55.3	10.0	65.3
Day	7	55.8	58.7	54.3	58.4	58.0	57.5	57.0	56.1	55.5	54.7	54.6	54.4	55.8	0.0	55.8
	8	50.8	53.8	48.8	53.5	53.1	52.6	52.2	51.2	50.5	49.4	49.1	48.9	50.8	0.0	50.8
	9	56.6	64.2	43.0	63.9	63.6	62.8	62.5	57.8	47.5	43.6	43.3	43.1	56.6	0.0	56.6
	10	55.3	61.8	43.6	61.6	61.4	60.6	59.9	57.0	53.3	44.2	44.0	43.6	55.3	0.0	55.3
	11	50.1	57.6	43.4	57.0	56.3	54.9	53.9	51.2	48.2	44.5	44.1	43.6	50.1	0.0	50.1
	12	48.8	57.7	43.4	57.2	56.4	53.8	52.0	49.1	46.8	44.1	43.8	43.5	48.8	0.0	48.8
	13	57.2	65.3	44.0	65.0	64.9	64.4	63.4	57.8	50.5	44.9	44.5	44.2	57.2	0.0	57.2
	14	48.8	59.8	42.6	59.5	58.8	55.9	52.9	46.2	44.8	43.0	42.8	42.7	48.8	0.0	48.8
	15	51.0	62.8	44.6	62.4	61.4	58.5	54.6	47.6	46.3	45.1	44.9	44.7	51.0	0.0	51.0
	16	53.5	68.7	41.9	67.4	65.5	59.7	56.0	45.5	44.0	42.5	42.3	42.0	53.5	0.0	53.5
	17	54.8	58.3	53.4	58.1	57.7	56.8	56.1	55.1	54.6	53.8	53.6	53.4	54.8	0.0	54.8
	18	54.8	58.2	52.9	58.0	57.7	56.7	56.1	55.3	54.6	53.5	53.2	53.0	54.8	0.0	54.8
	19	51.9	54.8	50.0	54.6	54.4	53.7	53.2	52.4	51.7	50.5	50.3	50.1	51.9	5.0	56.9
	20	53.9	58.7	50.2	58.5	58.3	57.5	56.9	54.8	52.6	50.9	50.6	50.3	53.9	5.0	58.9
	21	52.1	59.0	43.9	58.7	58.5	57.8	57.3	53.2	48.3	44.7	44.4	44.0	52.1	5.0	57.1
Night	22	45.8	50.4	43.5	50.2	49.8	48.5	47.6	46.1	45.2	44.1	43.8	43.6	45.8	10.0	55.8
	23	49.1	52.1	46.7	51.8	51.6	51.1	50.7	49.6	48.8	47.5	47.2	46.9	49.1	10.0	59.1

Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%
Day	Min	48.8	53.8	41.9	53.5	53.1	52.6	52.0	45.5	44.0	42.5	42.3	42.0
	Max	57.2	68.7	54.3	67.4	65.5	64.4	63.4	57.8	55.5	54.7	54.6	54.4
Energy Average		53.8	Average:		59.6	59.1	57.5	56.3	52.7	50.0	47.3	47.0	46.8
Night	Min	45.8	49.4	41.8	49.1	48.8	48.2	47.6	46.1	44.7	42.8	42.4	42.0
	Max	56.9	58.5	55.7	58.3	58.1	57.8	57.6	57.2	56.8	56.2	56.0	55.8
Energy Average		51.5	Average:		52.6	52.3	51.5	51.0	49.8	49.0	47.8	47.5	47.2

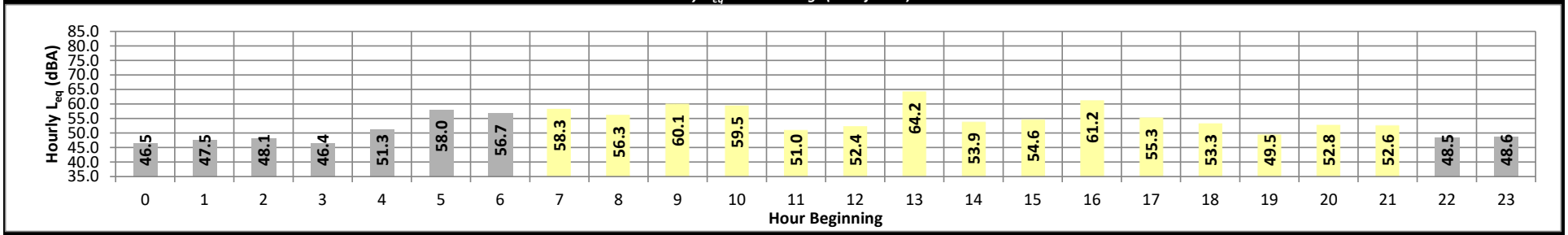
24-Hour CNEL	Leq (dBA) Daytime (7am-10pm)	Leq (dBA) Nighttime (10pm-7am)
58.6	**53.8**	**51.5**

24-Hour Noise Level Measurement Summary

Date: Wednesday, January 24, 2024 *Location:* L2 - Located west of the site near the residence at 23551 *Meter:* Piccolo II *JN:* 15749

Project: Thrifty Oil *Source:* Placentia Av. *Analyst:* Z. Ibrahim

Hourly L_{eq} dBA Readings (unadjusted)



Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%	L_{eq}	Adj.	Adj. L_{eq}
Night	0	46.5	50.5	43.9	50.1	49.6	48.7	48.2	47.0	46.1	44.7	44.4	44.0	46.5	10.0	56.5
	1	47.5	59.9	42.2	59.4	57.2	52.0	49.5	46.0	44.7	43.0	42.7	42.3	47.5	10.0	57.5
	2	48.1	60.9	42.8	59.6	57.8	53.0	50.7	45.7	44.9	43.6	43.3	42.9	48.1	10.0	58.1
	3	46.4	52.2	43.7	51.7	50.9	49.2	48.5	46.5	45.6	44.5	44.2	43.8	46.4	10.0	56.4
	4	51.3	55.1	49.6	54.7	54.2	53.0	52.6	51.7	51.0	50.1	49.9	49.7	51.3	10.0	61.3
	5	58.0	62.1	56.5	61.6	61.0	59.7	59.1	58.3	57.8	56.9	56.8	56.6	58.0	10.0	68.0
	6	56.7	62.5	54.8	62.0	61.2	59.5	58.5	56.8	56.1	55.2	55.0	54.8	56.7	10.0	66.7
Day	7	58.3	66.8	55.6	66.2	65.1	62.0	60.7	57.8	56.9	56.1	55.9	55.7	58.3	0.0	58.3
	8	56.3	65.9	50.1	65.4	64.5	61.9	59.9	55.5	54.1	51.7	51.4	50.4	56.3	0.0	56.3
	9	60.1	68.4	43.6	68.0	67.7	67.2	66.6	61.4	49.5	44.6	44.2	43.7	60.1	0.0	60.1
	10	59.5	66.1	43.7	65.8	65.5	64.9	64.5	62.1	55.7	44.6	44.2	43.9	59.5	0.0	59.5
	11	51.0	60.5	42.6	60.0	59.2	57.1	55.7	51.1	47.7	43.4	43.1	42.7	51.0	0.0	51.0
	12	52.4	62.8	44.3	62.3	61.6	59.3	56.9	51.2	48.7	45.1	44.7	44.4	52.4	0.0	52.4
	13	64.2	77.6	47.5	76.8	75.4	71.8	69.9	59.3	53.6	49.2	48.6	47.8	64.2	0.0	64.2
	14	53.9	64.6	42.5	63.9	63.2	60.6	58.6	53.1	49.7	43.3	42.9	42.6	53.9	0.0	53.9
	15	54.6	66.2	43.5	65.4	64.4	61.6	59.9	53.5	47.7	44.1	43.9	43.6	54.6	0.0	54.6
	16	61.2	77.6	41.5	75.8	73.6	67.5	62.3	51.6	46.6	42.7	42.0	41.6	61.2	0.0	61.2
	17	55.3	64.1	51.7	63.7	62.9	60.2	58.3	54.7	53.5	52.2	52.0	51.8	55.3	0.0	55.3
	18	53.3	62.7	48.0	62.1	61.1	58.4	56.9	53.5	51.0	48.8	48.5	48.1	53.3	0.0	53.3
	19	49.5	59.5	43.5	58.8	57.9	55.2	53.4	49.4	46.5	44.0	43.8	43.6	49.5	5.0	54.5
	20	52.8	61.3	45.6	60.8	60.1	58.5	57.2	53.3	49.8	46.6	46.1	45.6	52.8	5.0	57.8
	21	52.6	61.3	40.2	61.0	60.5	59.1	57.8	53.3	48.0	41.9	41.0	40.5	52.6	5.0	57.6
Night	22	48.5	58.9	43.3	58.5	57.8	55.5	52.9	46.3	45.0	43.9	43.6	43.4	48.5	10.0	58.5
	23	48.6	53.5	46.4	53.1	52.5	51.3	50.5	48.9	48.1	47.1	46.8	46.5	48.6	10.0	58.6

Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%
Day	Min	49.5	59.5	40.2	58.8	57.9	55.2	53.4	49.4	46.5	41.9	41.0	40.5
	Max	64.2	77.6	55.6	76.8	75.4	71.8	69.9	62.1	56.9	56.1	55.9	55.7
Energy Average		57.7	Average:		65.1	64.2	61.7	59.9	54.7	50.6	46.6	46.2	45.7
Night	Min	46.4	50.5	42.2	50.1	49.6	48.7	48.2	45.7	44.7	43.0	42.7	42.3
	Max	58.0	62.5	56.5	62.0	61.2	59.7	59.1	58.3	57.8	56.9	56.8	56.6
Energy Average		52.5	Average:		56.8	55.8	53.6	52.3	49.7	48.8	47.7	47.4	47.1

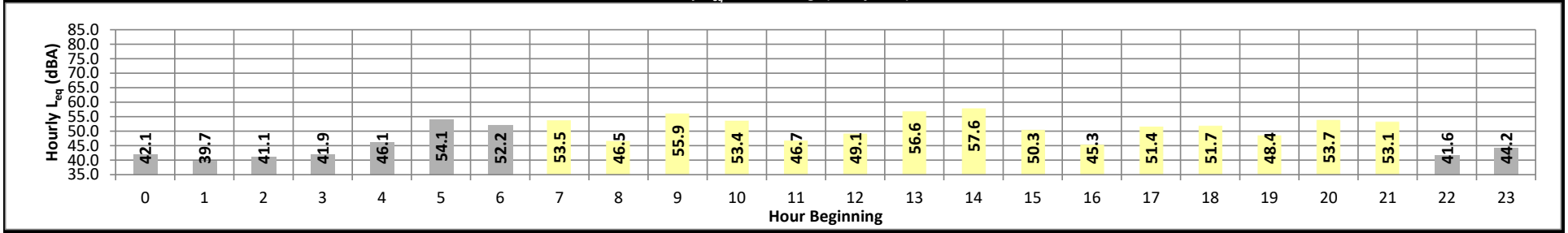
24-Hour CNEL	*Leq (dBA)* *Daytime (7am-10pm)*	*Nighttime (10pm-7am)*
60.3	**57.7**	**52.5**

24-Hour Noise Level Measurement Summary

Date: Wednesday, January 24, 2024 *Location:* L3 - Located south of the site near the residence at 20800 *Meter:* Piccolo II *JN:* 15749

Project: Thrifty Oil *Source:* Tobacco Rd. *Analyst:* Z. Ibrahim

Hourly L_{eq} dBA Readings (unadjusted)



Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%	L_{eq}	Adj.	Adj. L_{eq}
Night	0	42.1	45.5	39.6	45.2	44.8	44.1	43.7	42.6	41.7	40.4	40.1	39.7	42.1	10.0	52.1
	1	39.7	44.9	36.4	44.6	44.4	43.4	42.6	40.2	38.8	37.0	36.7	36.4	39.7	10.0	49.7
	2	41.1	45.0	37.9	44.6	44.3	43.7	43.3	41.9	40.7	38.9	38.5	38.0	41.1	10.0	51.1
	3	41.9	45.1	39.7	44.8	44.5	43.7	43.4	42.5	41.7	40.5	40.2	39.8	41.9	10.0	51.9
	4	46.1	49.1	44.3	48.9	48.6	47.8	47.4	46.6	45.9	44.8	44.6	44.4	46.1	10.0	56.1
	5	54.1	56.2	52.8	56.0	55.8	55.3	55.0	54.4	53.9	53.2	53.1	52.9	54.1	10.0	64.1
	6	52.2	56.2	50.5	56.0	55.6	54.2	53.5	52.4	51.8	51.0	50.7	50.6	52.2	10.0	62.2
Day	7	53.5	58.4	51.6	57.5	56.8	55.5	54.9	53.9	53.2	52.1	51.9	51.7	53.5	0.0	53.5
	8	46.5	50.0	43.9	49.7	49.4	48.8	48.5	47.4	46.3	44.4	44.2	44.0	46.5	0.0	46.5
	9	55.9	64.1	41.4	63.7	63.1	62.2	61.8	57.6	49.2	42.4	42.1	41.6	55.9	0.0	55.9
	10	53.4	60.9	41.6	60.4	59.8	58.5	57.9	54.9	51.8	42.6	42.2	41.8	53.4	0.0	53.4
	11	46.7	54.0	40.2	53.4	52.8	51.8	50.8	47.7	44.9	41.0	40.7	40.3	46.7	0.0	46.7
	12	49.1	58.7	40.9	58.2	57.3	54.6	52.8	49.5	46.3	42.0	41.5	41.0	49.1	0.0	49.1
	13	56.6	67.4	41.4	67.1	66.4	63.8	62.4	55.1	47.5	42.8	42.3	41.6	56.6	0.0	56.6
	14	57.6	70.2	39.6	69.8	69.1	64.2	62.7	54.1	42.6	40.3	40.0	39.7	57.6	0.0	57.6
	15	50.3	63.0	41.2	62.0	60.7	58.6	53.5	47.0	43.8	41.8	41.5	41.3	50.3	0.0	50.3
	16	45.3	54.9	40.9	54.5	53.8	50.7	48.2	44.5	42.9	41.5	41.3	41.0	45.3	0.0	45.3
	17	51.4	55.4	49.4	55.1	54.7	53.9	53.3	51.8	50.9	49.9	49.7	49.5	51.4	0.0	51.4
	18	51.7	54.5	49.4	54.3	54.1	53.7	53.5	52.5	51.3	49.9	49.7	49.5	51.7	0.0	51.7
	19	48.4	51.6	46.5	51.1	50.9	50.3	49.9	49.0	48.2	47.0	46.8	46.5	48.4	5.0	53.4
	20	53.7	59.6	46.2	59.3	59.1	58.4	58.0	55.5	50.7	47.1	46.8	46.3	53.7	5.0	58.7
	21	53.1	60.1	41.3	59.8	59.6	59.0	58.5	55.4	46.8	42.6	42.1	41.5	53.1	5.0	58.1
Night	22	41.6	44.5	39.7	44.2	43.8	43.3	43.0	42.0	41.3	40.3	40.1	39.8	41.6	10.0	51.6
	23	44.2	47.5	42.0	47.2	46.8	46.1	45.6	44.7	43.9	42.7	42.5	42.1	44.2	10.0	54.2

Timeframe	Hour	L_{eq}	L_{max}	L_{min}	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%
Day	Min	45.3	50.0	39.6	49.7	49.4	48.8	48.2	44.5	42.6	40.3	40.0	39.7
	Max	57.6	70.2	51.6	69.8	69.1	64.2	62.7	57.6	53.2	52.1	51.9	51.7
Energy Average		53.0	Average:		58.4	57.8	56.3	55.1	51.7	47.7	44.5	44.2	43.8
Night	Min	39.7	44.5	36.4	44.2	43.8	43.3	42.6	40.2	38.8	37.0	36.7	36.4
	Max	54.1	56.2	52.8	56.0	55.8	55.3	55.0	54.4	53.9	53.2	53.1	52.9
Energy Average		47.9	Average:		47.9	47.6	46.9	46.4	45.3	44.4	43.2	42.9	42.6

24-Hour CNEL	Leq (dBA) Daytime (7am-10pm)	Leq (dBA) Nighttime (10pm-7am)
56.0	**53.0**	**47.9**

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APPENDIX 7.1:

OFF-SITE TRAFFIC NOISE LEVEL CALCULATIONS

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FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: E
Road Name: Tobacco Rd.
Road Segment: s/o Placentia Av.
Project Name: Thrifty Oil
Job Number: 15749

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	91 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	9 vehicles
Vehicle Speed:	40 mph
Near/Far Lane Distance:	12 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	37.0 feet
Centerline Dist. to Observer:	37.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	75.5%	14.0%	10.5%	92.00%
Medium Trucks:	48.0%	2.0%	50.0%	3.00%
Heavy Trucks:	48.0%	2.0%	50.0%	5.00%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	36.851
Medium Trucks:	36.610
Heavy Trucks:	36.634

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-22.10	1.88	-1.20	-4.56	0.000	0.000
Medium Trucks:	77.72	-36.96	1.93	-1.20	-4.87	0.000	0.000
Heavy Trucks:	82.99	-34.75	1.92	-1.20	-5.61	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	45.1	43.1	41.8	35.8	44.2	44.8
Medium Trucks:	41.5	37.5	29.7	38.9	45.1	45.1
Heavy Trucks:	49.0	45.0	37.2	46.4	52.6	52.6
Vehicle Noise:	51.0	47.6	43.3	47.4	53.8	53.9

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	3	7	14	31
CNEL:	3	7	14	31

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: E+P
Road Name: Tobacco Rd.
Road Segment: s/o Placentia Av.
Project Name: Thrifty Oil
Job Number: 15749

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	335 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	34 vehicles
Vehicle Speed:	40 mph
Near/Far Lane Distance:	12 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	37.0 feet
Centerline Dist. to Observer:	37.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	75.5%	14.0%	10.5%	80.82%
Medium Trucks:	48.0%	2.0%	50.0%	3.80%
Heavy Trucks:	48.0%	2.0%	50.0%	15.38%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	36.851
Medium Trucks:	36.610
Heavy Trucks:	36.634

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-17.00	1.88	-1.20	-4.56	0.000	0.000
Medium Trucks:	77.72	-30.28	1.93	-1.20	-4.87	0.000	0.000
Heavy Trucks:	82.99	-24.20	1.92	-1.20	-5.61	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	50.2	48.2	46.9	40.9	49.3	49.9
Medium Trucks:	48.2	44.2	36.4	45.6	51.8	51.8
Heavy Trucks:	59.5	55.5	47.8	57.0	63.1	63.1
Vehicle Noise:	60.3	56.5	50.5	57.4	63.6	63.6

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	14	30	64	138
CNEL:	14	30	65	139

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: E
Road Name: Placentia Av.
Road Segment: w/o Tobacco Rd.
Project Name: Thrifty Oil
Job Number: 15749

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	762 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	76 vehicles
Vehicle Speed:	40 mph
Near/Far Lane Distance:	36 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	50.0 feet
Centerline Dist. to Observer:	50.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	75.5%	14.0%	10.5%	92.00%
Medium Trucks:	48.0%	2.0%	50.0%	3.00%
Heavy Trucks:	48.0%	2.0%	50.0%	5.00%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	46.915
Medium Trucks:	46.726
Heavy Trucks:	46.744

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-12.87	0.31	-1.20	-4.65	0.000	0.000
Medium Trucks:	77.72	-27.74	0.34	-1.20	-4.87	0.000	0.000
Heavy Trucks:	82.99	-25.52	0.34	-1.20	-5.43	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.8	50.7	49.4	43.4	51.8	52.5
Medium Trucks:	49.1	45.1	37.4	46.6	52.7	52.8
Heavy Trucks:	56.6	52.6	44.9	54.1	60.2	60.2
Vehicle Noise:	58.6	55.2	50.9	55.1	61.4	61.5

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	13	29	62	134
CNEL:	14	29	63	136

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: E+P
Road Name: Placentia Av.
Road Segment: w/o Tobacco Rd.
Project Name: Thrifty Oil
Job Number: 15749

SITE SPECIFIC INPUT DATA

Highway Data

Average Daily Traffic (Adt):	866 vehicles
Peak Hour Percentage:	10.00%
Peak Hour Volume:	87 vehicles
Vehicle Speed:	40 mph
Near/Far Lane Distance:	36 feet

Site Data

Barrier Height:	**0.0 feet**
Barrier Type (0-Wall, 1-Berm):	0.0
Centerline Dist. to Barrier:	50.0 feet
Centerline Dist. to Observer:	50.0 feet
Barrier Distance to Observer:	0.0 feet
Observer Height (Above Pad):	5.0 feet
Pad Elevation:	0.0 feet
Road Elevation:	0.0 feet
Road Grade:	0.0%
Left View:	-90.0 degrees
Right View:	90.0 degrees

NOISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos:	15
Medium Trucks (2 Axles):	15
Heavy Trucks (3+ Axles):	15

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	75.5%	14.0%	10.5%	92.96%
Medium Trucks:	48.0%	2.0%	50.0%	2.64%
Heavy Trucks:	48.0%	2.0%	50.0%	4.40%

Noise Source Elevations (in feet)

Autos:	0.000		
Medium Trucks:	2.297		
Heavy Trucks:	8.004	Grade Adjustment:	0.0

Lane Equivalent Distance (in feet)

Autos:	46.915
Medium Trucks:	46.726
Heavy Trucks:	46.744

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-12.27	0.31	-1.20	-4.65	0.000	0.000
Medium Trucks:	77.72	-27.74	0.34	-1.20	-4.87	0.000	0.000
Heavy Trucks:	82.99	-25.52	0.34	-1.20	-5.43	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.4	51.3	50.0	44.0	52.4	53.1
Medium Trucks:	49.1	45.1	37.4	46.6	52.7	52.8
Heavy Trucks:	56.6	52.6	44.9	54.1	60.2	60.2
Vehicle Noise:	58.8	55.5	51.4	55.1	61.5	61.6

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	14	29	63	136
CNEL:	14	30	64	138

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: E
Road Name: Placentia Av.
Road Segment: e/o Tobacco Rd.
Project Name: Thrifty Oil
Job Number: 15749

SITE SPECIFIC INPUT DATA		NOISE MODEL INPUTS	
Highway Data		***Site Conditions (Hard = 10, Soft = 15)***	
Average Daily Traffic (Adt):	991 vehicles	*Autos:*	15
Peak Hour Percentage:	10.00%	*Medium Trucks (2 Axles):*	15
Peak Hour Volume:	99 vehicles	*Heavy Trucks (3+ Axles):*	15
Vehicle Speed:	40 mph		
Near/Far Lane Distance:	36 feet		

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	75.5%	14.0%	10.5%	92.00%
Medium Trucks:	48.0%	2.0%	50.0%	3.00%
Heavy Trucks:	48.0%	2.0%	50.0%	5.00%

Site Data		***Noise Source Elevations (in feet)***			
Barrier Height:	**0.0 feet**	*Autos:*	0.000		
Barrier Type (0-Wall, 1-Berm):	0.0	*Medium Trucks:*	2.297		
Centerline Dist. to Barrier:	50.0 feet	*Heavy Trucks:*	8.004	*Grade Adjustment:*	0.0
Centerline Dist. to Observer:	50.0 feet				
Barrier Distance to Observer:	0.0 feet	***Lane Equivalent Distance (in feet)***			
Observer Height (Above Pad):	5.0 feet	*Autos:*	46.915		
Pad Elevation:	0.0 feet	*Medium Trucks:*	46.726		
Road Elevation:	0.0 feet	*Heavy Trucks:*	46.744		
Road Grade:	0.0%				
Left View:	-90.0 degrees				
Right View:	90.0 degrees				

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-11.73	0.31	-1.20	*-4.65*	0.000	0.000
Medium Trucks:	77.72	-26.59	0.34	-1.20	*-4.87*	0.000	0.000
Heavy Trucks:	82.99	-24.38	0.34	-1.20	*-5.43*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.9	51.9	50.6	44.6	53.0	53.6
Medium Trucks:	50.3	46.3	38.5	47.7	53.9	53.9
Heavy Trucks:	57.8	53.8	46.0	55.2	61.4	61.4
Vehicle Noise:	59.8	56.4	52.1	56.2	62.6	62.7

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	16	34	74	160
CNEL:	16	35	75	162

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (9/12/2021)

Scenario: E+P
Road Name: Placentia Av.
Road Segment: e/o Tobacco Rd.
Project Name: Thrifty Oil
Job Number: 15749

SITE SPECIFIC INPUT DATA		NOISE MODEL INPUTS	
Highway Data		***Site Conditions (Hard = 10, Soft = 15)***	
Average Daily Traffic (Adt):	1,131 vehicles	*Autos:*	15
Peak Hour Percentage:	10.00%	*Medium Trucks (2 Axles):*	15
Peak Hour Volume:	113 vehicles	*Heavy Trucks (3+ Axles):*	15
Vehicle Speed:	40 mph		
Near/Far Lane Distance:	36 feet		

Vehicle Mix

VehicleType	Day	Evening	Night	Daily
Autos:	75.5%	14.0%	10.5%	87.95%
Medium Trucks:	48.0%	2.0%	50.0%	3.51%
Heavy Trucks:	48.0%	2.0%	50.0%	8.54%

Site Data		***Noise Source Elevations (in feet)***			
Barrier Height:	**0.0 feet**	*Autos:*	0.000		
Barrier Type (0-Wall, 1-Berm):	0.0	*Medium Trucks:*	2.297		
Centerline Dist. to Barrier:	50.0 feet	*Heavy Trucks:*	8.004	*Grade Adjustment:*	0.0
Centerline Dist. to Observer:	50.0 feet				
Barrier Distance to Observer:	0.0 feet	***Lane Equivalent Distance (in feet)***			
Observer Height (Above Pad):	5.0 feet	*Autos:*	46.915		
Pad Elevation:	0.0 feet	*Medium Trucks:*	46.726		
Road Elevation:	0.0 feet	*Heavy Trucks:*	46.744		
Road Grade:	0.0%				
Left View:	-90.0 degrees				
Right View:	90.0 degrees				

FHWA Noise Model Calculations

VehicleType	REMEL	Traffic Flow	Distance	Finite Road	Fresnel	Barrier Atten	Berm Atten
Autos:	66.51	-11.35	0.31	-1.20	*-4.65*	0.000	0.000
Medium Trucks:	77.72	-25.33	0.34	-1.20	*-4.87*	0.000	0.000
Heavy Trucks:	82.99	-21.48	0.34	-1.20	*-5.43*	0.000	0.000

Unmitigated Noise Levels (without Topo and barrier attenuation)

VehicleType	Leq Peak Hour	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	54.3	52.3	51.0	44.9	53.4	54.0
Medium Trucks:	51.5	47.5	39.8	49.0	55.1	55.2
Heavy Trucks:	60.7	56.7	48.9	58.1	64.3	64.3
Vehicle Noise:	62.0	58.4	53.3	58.8	65.1	65.1

Centerline Distance to Noise Contour (in feet)

	70 dBA	65 dBA	60 dBA	55 dBA
Ldn:	23	50	109	234
CNEL:	24	51	110	237

APPENDIX 9.1:

OPERATIONAL NOISE CALCULATIONS

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15749 - Thrifty Oil Warehouse

CadnaA Noise Prediction Model: 15749-02.cna
Date: 23.02.24
Analyst: B. Lawson

Calculation Configuration

Configuration	
Parameter	**Value**
General	
Max. Error (dB)	**0.00**
Max. Search Radius (#(Unit,LEN))	**3048.00**
Min. Dist Src to Rcvr	**0.00**
Partition	
Raster Factor	**0.50**
Max. Length of Section (#(Unit,LEN))	**999.99**
Min. Length of Section (#(Unit,LEN))	**1.01**
Min. Length of Section (%)	**0.00**
Proj. Line Sources	**On**
Proj. Area Sources	**On**
Ref. Time	
Daytime Penalty (dB)	**0.00**
Recr. Time Penalty (dB)	**5.00**
Night-time Penalty (dB)	**10.00**
DTM	
Standard Height (m)	**0.00**
Model of Terrain	**Triangulation**
Reflection	
max. Order of Reflection	**1**
Search Radius Src	**100.00**
Search Radius Rcvr	**100.00**
Max. Distance Source - Rcvr	**1000.00 1000.00**
Min. Distance Rvcr - Reflector	**1.00 1.00**
Min. Distance Source - Reflector	**0.10**
Industrial (ISO 9613)	
Lateral Diffraction	**some Obj**
Obst. within Area Src do not shield	**On**
Screening	**Incl. Ground Att. over Barrier**
	Dz with limit (20/25)
Barrier Coefficients C1,2,3	**3.0 20.0 0.0**
Temperature (#(Unit,TEMP))	**10**
rel. Humidity (%)	**70**
Ground Absorption G	**0.50**
Wind Speed for Dir. (#(Unit,SPEED))	**3.0**
Roads (TNM)	
Railways (FTA/FRA)	
Aircraft (???)	
Strictly acc. to AzB	

Receiver Noise Levels

Name	M.	ID	Level Lr			Limit. Value			Land Use			Height		Coordinates		
			Day	Night	CNEL	Day	Night	CNEL	Type	Auto	Noise Type			X	Y	Z
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)				(ft)		(ft)	(ft)	(ft)
RECEIVERS		R1	43.5	42.6	49.3	55.0	45.0	0.0				5.00	a	6257654.23	2244001.83	5.00
RECEIVERS		R2	44.9	43.9	50.6	55.0	45.0	0.0				5.00	a	6257724.64	2244453.04	5.00
RECEIVERS		R3	39.5	39.3	46.0	55.0	45.0	0.0				5.00	a	6257931.41	2242887.95	5.00

Point Source(s)

Name	M.	ID	Result. PWL			Lw / Li			Operating Time			Height		Coordinates		
			Day	Evening	Night	Type	Value	norm.	Day	Special	Night			X	Y	Z
			(dBA)	(dBA)	(dBA)			dB(A)	(min)	(min)	(min)	(ft)		(ft)	(ft)	(ft)
POINTSOURCE		AC01	88.9	88.9	88.9	Lw	88.9		585.00	0.00	252.00	5.00	g	6257934.81	2243987.02	40.00
POINTSOURCE		AC02	88.9	88.9	88.9	Lw	88.9		585.00	0.00	252.00	5.00	g	6257973.14	2244011.72	40.00
POINTSOURCE		AC03	88.9	88.9	88.9	Lw	88.9		585.00	0.00	252.00	5.00	g	6257932.25	2244464.05	40.00
POINTSOURCE		AC04	88.9	88.9	88.9	Lw	88.9		585.00	0.00	252.00	5.00	g	6257970.58	2244431.68	40.00
POINTSOURCE		TRASH01	89.0	89.0	89.0	Lw	89		900.00	0.00	270.00	5.00	a	6258400.76	2244368.14	5.00
POINTSOURCE		TRASH02	89.0	89.0	89.0	Lw	89		900.00	0.00	270.00	5.00	a	6258400.86	2244361.09	5.00
POINTSOURCE		TRASH03	89.0	89.0	89.0	Lw	89		900.00	0.00	270.00	5.00	a	6258401.05	2244353.93	5.00

Line Source(s)

Name	M.	ID	Result. PWL			Result. PWL'			Lw / Li			Operating Time			Moving Pt. Src				Height	
			Day	Evening	Night	Day	Evening	Night	Type	Value	norm.	Day	Special	Night	Number			Speed		
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)			dB(A)	(min)	(min)	(min)	Day	Evening	Night	(mph)	(ft)	
LINESOURCE		TRUCK01	93.2	93.2	93.2	68.1	68.1	68.1	Lw	93.2									8	a

Name	ID	Height				Coordinates			
		Begin		End		x	y	z	Ground
		(ft)		(ft)		(ft)	(ft)	(ft)	(ft)
LINESOURCE	TRUCK01	8.00	a			6257842.09	2243946.98	8.00	0.00
						6258325.80	2243947.84	8.00	0.00
						6258332.22	2243951.35	8.00	0.00
						6258338.04	2243955.80	8.00	0.00
						6258343.11	2243961.09	8.00	0.00
						6258347.32	2243967.08	8.00	0.00
						6258350.57	2243973.65	8.00	0.00
						6258352.78	2243980.63	8.00	0.00
						6258353.91	2243987.87	8.00	0.00
						6258352.12	2244526.18	8.00	0.00

Area Source(s)

Name	M.	ID	Result. PWL			Result. PWL''			Lw / Li			Operating Time			Height	
			Day	Evening	Night	Day	Evening	Night	Type	Value	norm.	Day	Special	Night	(ft)	
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)			dB(A)	(min)	(min)	(min)		
AREASOURCE		DOCK01	103.4	103.4	103.4	70.0	70.0	70.0	Lw	103.4					8	a
AREASOURCE		DOCK02	103.4	103.4	103.4	70.7	70.7	70.7	Lw	103.4					8	a
AREASOURCE		CAR01	81.1	81.1	81.1	60.0	60.0	60.0	Lw	81.1					5	a
AREASOURCE		CAR02	81.1	81.1	81.1	61.9	61.9	61.9	Lw	81.1					5	a
AREASOURCE		CAR03	81.1	81.1	81.1	57.9	57.9	57.9	Lw	81.1					5	a
AREASOURCE		CAR04	81.1	81.1	81.1	61.0	61.0	61.0	Lw	81.1					5	a
AREASOURCE		CAR05	81.1	81.1	81.1	58.9	58.9	58.9	Lw	81.1					5	a
AREASOURCE		CAR06	81.1	81.1	81.1	59.0	59.0	59.0	Lw	81.1					5	a
AREASOURCE		CAR07	81.1	81.1	81.1	59.2	59.2	59.2	Lw	81.1					5	a
AREASOURCE		CAR08	81.1	81.1	81.1	60.7	60.7	60.7	Lw	81.1					5	a
AREASOURCE		CAR09	81.1	81.1	81.1	60.9	60.9	60.9	Lw	81.1					5	a
AREASOURCE		CAR10	81.1	81.1	81.1	59.0	59.0	59.0	Lw	81.1					5	a
AREASOURCE		CAR11	81.1	81.1	81.1	58.6	58.6	58.6	Lw	81.1					5	a
AREASOURCE		CAR12	81.1	81.1	81.1	59.1	59.1	59.1	Lw	81.1					5	a
AREASOURCE		CAR13	81.1	81.1	81.1	58.6	58.6	58.6	Lw	81.1					5	a
AREASOURCE		CAR14	81.1	81.1	81.1	58.7	58.7	58.7	Lw	81.1					5	a
AREASOURCE		CAR15	81.1	81.1	81.1	58.8	58.8	58.8	Lw	81.1					5	a
AREASOURCE		CAR16	81.1	81.1	81.1	59.2	59.2	59.2	Lw	81.1					5	a
AREASOURCE		CAR17	81.1	81.1	81.1	59.1	59.1	59.1	Lw	81.1					5	a

Name	ID	Height				Coordinates			
		Begin		End		x	y	z	Ground
		(ft)		(ft)		(ft)	(ft)	(ft)	(ft)
AREASOURCE	DOCK01	8.00	a			6258257.01	2244390.43	8.00	0.00
						6258322.96	2244391.70	8.00	0.00
						6258319.79	2244022.61	8.00	0.00
						6258257.01	2244021.98	8.00	0.00
AREASOURCE	DOCK02	8.00	a			6258389.55	2244347.31	8.00	0.00
						6258440.92	2244347.31	8.00	0.00
						6258441.55	2243952.22	8.00	0.00
						6258392.09	2243952.85	8.00	0.00
AREASOURCE	CAR01	5.00	a			6258430.77	2244477.95	5.00	0.00
						6258449.80	2244479.22	5.00	0.00
						6258449.80	2244403.12	5.00	0.00
						6258432.04	2244404.39	5.00	0.00
AREASOURCE	CAR02	5.00	a			6258389.55	2244451.95	5.00	0.00
						6258406.67	2244451.32	5.00	0.00
						6258409.21	2244402.48	5.00	0.00
						6258390.19	2244401.85	5.00	0.00
AREASOURCE	CAR03	5.00	a			6258296.36	2243927.49	5.00	0.00
						6258438.67	2243928.45	5.00	0.00
						6258438.91	2243912.08	5.00	0.00
						6258295.88	2243912.32	5.00	0.00
AREASOURCE	CAR04	5.00	a			6258203.18	2243928.69	5.00	0.00
						6258261.45	2243928.21	5.00	0.00
						6258262.17	2243909.19	5.00	0.00
						6258203.18	2243909.91	5.00	0.00
AREASOURCE	CAR05	5.00	a			6257894.42	2243929.00	5.00	0.00
						6257990.55	2243929.00	5.00	0.00
						6257990.91	2243910.48	5.00	0.00
						6257894.07	2243910.84	5.00	0.00
AREASOURCE	CAR06	5.00	a			6257997.32	2243928.64	5.00	0.00
						6258092.73	2243928.28	5.00	0.00
						6258093.44	2243910.48	5.00	0.00
						6257997.67	2243909.77	5.00	0.00
AREASOURCE	CAR07	5.00	a			6258100.21	2243927.93	5.00	0.00
						6258195.62	2243927.93	5.00	0.00
						6258195.98	2243910.48	5.00	0.00
						6258100.21	2243910.48	5.00	0.00
AREASOURCE	CAR08	5.00	a			6257852.05	2244491.72	5.00	0.00
						6257871.15	2244493.05	5.00	0.00

Name	ID	Height				Coordinates			
		Begin		End		x	y	z	Ground
		(ft)		(ft)		(ft)	(ft)	(ft)	(ft)
						6257874.26	2244434.84	5.00	0.00
						6257852.94	2244433.95	5.00	0.00
AREASOURCE	CAR09	5.00	a			6257894.26	2244493.94	5.00	0.00
						6257912.48	2244494.38	5.00	0.00
						6257912.92	2244433.51	5.00	0.00
						6257893.37	2244434.84	5.00	0.00
AREASOURCE	CAR10	5.00	a			6257851.60	2244426.84	5.00	0.00
						6257872.04	2244427.29	5.00	0.00
						6257871.60	2244340.19	5.00	0.00
						6257851.60	2244340.19	5.00	0.00
AREASOURCE	CAR11	5.00	a			6257892.04	2244426.40	5.00	0.00
						6257912.03	2244427.29	5.00	0.00
						6257912.92	2244332.64	5.00	0.00
						6257893.81	2244332.64	5.00	0.00
						6257892.48	2244332.64	5.00	0.00
AREASOURCE	CAR12	5.00	a			6257851.60	2244281.54	5.00	0.00
						6257869.38	2244281.10	5.00	0.00
						6257872.49	2244194.45	5.00	0.00
						6257851.16	2244195.34	5.00	0.00
AREASOURCE	CAR13	5.00	a			6257892.48	2244289.54	5.00	0.00
						6257912.92	2244289.98	5.00	0.00
						6257913.37	2244194.01	5.00	0.00
						6257893.37	2244194.01	5.00	0.00
AREASOURCE	CAR14	5.00	a			6257851.60	2244187.79	5.00	0.00
						6257870.26	2244186.45	5.00	0.00
						6257872.04	2244092.70	5.00	0.00
						6257851.60	2244091.36	5.00	0.00
AREASOURCE	CAR15	5.00	a			6257892.93	2244185.56	5.00	0.00
						6257912.92	2244186.90	5.00	0.00
						6257912.92	2244092.25	5.00	0.00
						6257894.26	2244091.36	5.00	0.00
AREASOURCE	CAR16	5.00	a			6257894.26	2244084.25	5.00	0.00
						6257912.92	2244085.14	5.00	0.00
						6257913.37	2243994.05	5.00	0.00
						6257895.15	2243994.05	5.00	0.00
AREASOURCE	CAR17	5.00	a			6257851.16	2244084.70	5.00	0.00
						6257869.82	2244085.14	5.00	0.00
						6257870.71	2243990.05	5.00	0.00
						6257852.94	2243991.39	5.00	0.00

Building(s)

Name	Sel.	M.	ID	RB	Residents	Absorption	Height		Coordinates			
							Begin		x	y	z	Ground
							(ft)		(ft)	(ft)	(ft)	(ft)
BUILDING			BUILDING00001	x	0		35.00	a	6257921.53	2244473.51	35.00	0.00
									6258323.60	2244477.32	35.00	0.00
									6258322.96	2244391.70	35.00	0.00
									6258257.01	2244390.43	35.00	0.00
									6258257.01	2244021.98	35.00	0.00
									6258319.79	2244022.61	35.00	0.00
									6258320.43	2243965.53	35.00	0.00
									6257983.68	2243965.53	35.00	0.00
									6257983.04	2243973.14	35.00	0.00
									6257922.16	2243975.05	35.00	0.00
									6257919.62	2244002.32	35.00	0.00

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APPENDIX 10.1:

PROJECT CONSTRUCTION NOISE CALCULATIONS

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15749 - Thrifty Oil Warehouse

CadnaA Noise Prediction Model: 15749-02_Construction.cna
Date: 23.02.24
Analyst: B. Lawson

Calculation Configuration

Configuration	
Parameter	**Value**
General	
Max. Error (dB)	**0.00**
Max. Search Radius (#(Unit,LEN))	**3048.00**
Min. Dist Src to Rcvr	**0.00**
Partition	
Raster Factor	**0.50**
Max. Length of Section (#(Unit,LEN))	**999.99**
Min. Length of Section (#(Unit,LEN))	**1.01**
Min. Length of Section (%)	**0.00**
Proj. Line Sources	**On**
Proj. Area Sources	**On**
Ref. Time	
Daytime Penalty (dB)	**0.00**
Recr. Time Penalty (dB)	**5.00**
Night-time Penalty (dB)	**10.00**
DTM	
Standard Height (m)	**0.00**
Model of Terrain	**Triangulation**
Reflection	
max. Order of Reflection	**1**
Search Radius Src	**100.00**
Search Radius Rcvr	**100.00**
Max. Distance Source - Rcvr	**1000.00 1000.00**
Min. Distance Rvcr - Reflector	**1.00 1.00**
Min. Distance Source - Reflector	**0.10**
Industrial (ISO 9613)	
Lateral Diffraction	**some Obj**
Obst. within Area Src do not shield	**On**
Screening	**Incl. Ground Att. over Barrier**
	Dz with limit (20/25)
Barrier Coefficients C1,2,3	**3.0 20.0 0.0**
Temperature (#(Unit,TEMP))	**10**
rel. Humidity (%)	**70**
Ground Absorption G	**0.50**
Wind Speed for Dir. (#(Unit,SPEED))	**3.0**
Roads (TNM)	
Railways (FTA/FRA)	
Aircraft (???)	
Strictly acc. to AzB	

Receiver Noise Levels

Name	M.	ID	Level Lr			Limit. Value			Land Use			Height		Coordinates		
			Day	Night	CNEL	Day	Night	CNEL	Type	Auto	Noise Type			X	Y	Z
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)				(ft)		(ft)	(ft)	(ft)
RECEIVERS		R1	67.3	-39.7	64.3	55.0	45.0	0.0				5.00	a	6257654.23	2244001.83	5.00
RECEIVERS		R2	68.9	-38.1	65.9	55.0	45.0	0.0				5.00	a	6257724.64	2244453.04	5.00
RECEIVERS		R3	58.4	-48.6	55.3	55.0	45.0	0.0				5.00	a	6257931.41	2242887.95	5.00

Area Source(s)

Name	M.	ID	Result. PWL			Result. PWL''			Lw / Li			Operating Time			Height	
			Day	Evening	Night	Day	Evening	Night	Type	Value	norm.	Day	Special	Night	(ft)	
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)			dB(A)	(min)	(min)	(min)		
SITEBOUNDARY		CONSTRUCTION	122.6	15.6	15.6	77.0	-30.0	-30.0	PWL-Pt	115.6					8	a

Name	ID	Height				Coordinates			
		Begin		End		x	y	z	Ground
		(ft)		(ft)		(ft)	(ft)	(ft)	(ft)
SITEBOUNDARY	CONSTRUCTION	8.00	a			6257839.90	2244500.02	8.00	0.00
						6257865.51	2244517.81	8.00	0.00
						6258471.81	2244528.24	8.00	0.00
						6258471.32	2243907.06	8.00	0.00
						6257842.28	2243898.12	8.00	0.00

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APPENDIX 10.2:

NIGHTTIME CONCRETE POUR NOISE CALCULATIONS

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15749 - Thrifty Oil Warehouse

CadnaA Noise Prediction Model: 15749-02_Pour.cna
Date: 23.02.24
Analyst: B. Lawson

Calculation Configuration

Configuration	
Parameter	**Value**
General	
Max. Error (dB)	**0.00**
Max. Search Radius (#(Unit,LEN))	**3048.00**
Min. Dist Src to Rcvr	**0.00**
Partition	
Raster Factor	**0.50**
Max. Length of Section (#(Unit,LEN))	**999.99**
Min. Length of Section (#(Unit,LEN))	**1.01**
Min. Length of Section (%)	**0.00**
Proj. Line Sources	**On**
Proj. Area Sources	**On**
Ref. Time	
Daytime Penalty (dB)	**0.00**
Recr. Time Penalty (dB)	**5.00**
Night-time Penalty (dB)	**10.00**
DTM	
Standard Height (m)	**0.00**
Model of Terrain	**Triangulation**
Reflection	
max. Order of Reflection	**1**
Search Radius Src	**100.00**
Search Radius Rcvr	**100.00**
Max. Distance Source - Rcvr	**1000.00 1000.00**
Min. Distance Rvcr - Reflector	**1.00 1.00**
Min. Distance Source - Reflector	**0.10**
Industrial (ISO 9613)	
Lateral Diffraction	**some Obj**
Obst. within Area Src do not shield	**On**
Screening	**Incl. Ground Att. over Barrier**
	Dz with limit (20/25)
Barrier Coefficients C1,2,3	**3.0 20.0 0.0**
Temperature (#(Unit,TEMP))	**10**
rel. Humidity (%)	**70**
Ground Absorption G	**0.50**
Wind Speed for Dir. (#(Unit,SPEED))	**3.0**
Roads (TNM)	
Railways (FTA/FRA)	
Aircraft (???)	
Strictly acc. to AzB	

Receiver Noise Levels

Name	M.	ID	Level Lr			Limit. Value			Land Use			Height		Coordinates		
			Day	Night	CNEL	Day	Night	CNEL	Type	Auto	Noise Type			X	Y	Z
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)				(ft)		(ft)	(ft)	(ft)
RECEIVERS		R1	52.0	-55.0	49.0	55.0	45.0	0.0				5.00	a	6257654.23	2244001.83	5.00
RECEIVERS		R2	53.6	-53.4	50.6	55.0	45.0	0.0				5.00	a	6257724.64	2244453.04	5.00
RECEIVERS		R3	43.1	-63.8	40.0	55.0	45.0	0.0				5.00	a	6257931.41	2242887.95	5.00

Area Source(s)

Name	M.	ID	Result. PWL			Result. PWL''			Lw / Li			Operating Time			Height	
			Day	Evening	Night	Day	Evening	Night	Type	Value	norm.	Day	Special	Night	(ft)	
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)			dB(A)	(min)	(min)	(min)		
SITEBOUNDARY		CONSTRUCTION	107.3	0.3	0.3	61.7	-45.3	-45.3	PWL-Pt	100.3					8	a

Name	ID	Height				Coordinates			
		Begin		End		x	y	z	Ground
		(ft)		(ft)		(ft)	(ft)	(ft)	(ft)
SITEBOUNDARY	CONSTRUCTION	8.00	a			6257839.90	2244500.02	8.00	0.00
						6257865.51	2244517.81	8.00	0.00
						6258471.81	2244528.24	8.00	0.00
						6258471.32	2243907.06	8.00	0.00
						6257842.28	2243898.12	8.00	0.00

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MEMORANDUM

URBAN | CROSSROADS



DATE: January 30, 2025
TO: Kevin Tsang, County of Riverside
FROM: Charlene So, Urban Crossroads
JOB NO: 15749-07 TA Memo

THRIFTY OIL WAREHOUSE (PPT230048, PDA8407, OAPL2300972) FOCUSED TRAFFIC ASSESSMENT

Urban Crossroads has prepared this focused traffic assessment in support of the proposed Thrifty Oil Warehouse development (**Project**), which is located on the southeast corner of Tobacco Road and Placentia Avenue at 23641 Placentia Avenue in unincorporated County of Riverside (Assessor's Parcel Numbers **APNs** 317-260-017 & -018). The purpose of this focused traffic assessment is to evaluate potential traffic deficiencies under Existing plus Ambient Growth plus Project (**EAP**) (2026) traffic conditions at the proposed access points, evaluate the site adjacent intersection of Tobacco Road at Placentia Avenue, and to identify necessary improvements to address any intersection deficiencies. The following assessment follows the County of Riverside's Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled (dated December 2020) (**County Guidelines**) and the approved scoping agreement. The approved Traffic Scoping Agreement is included in Attachment A.

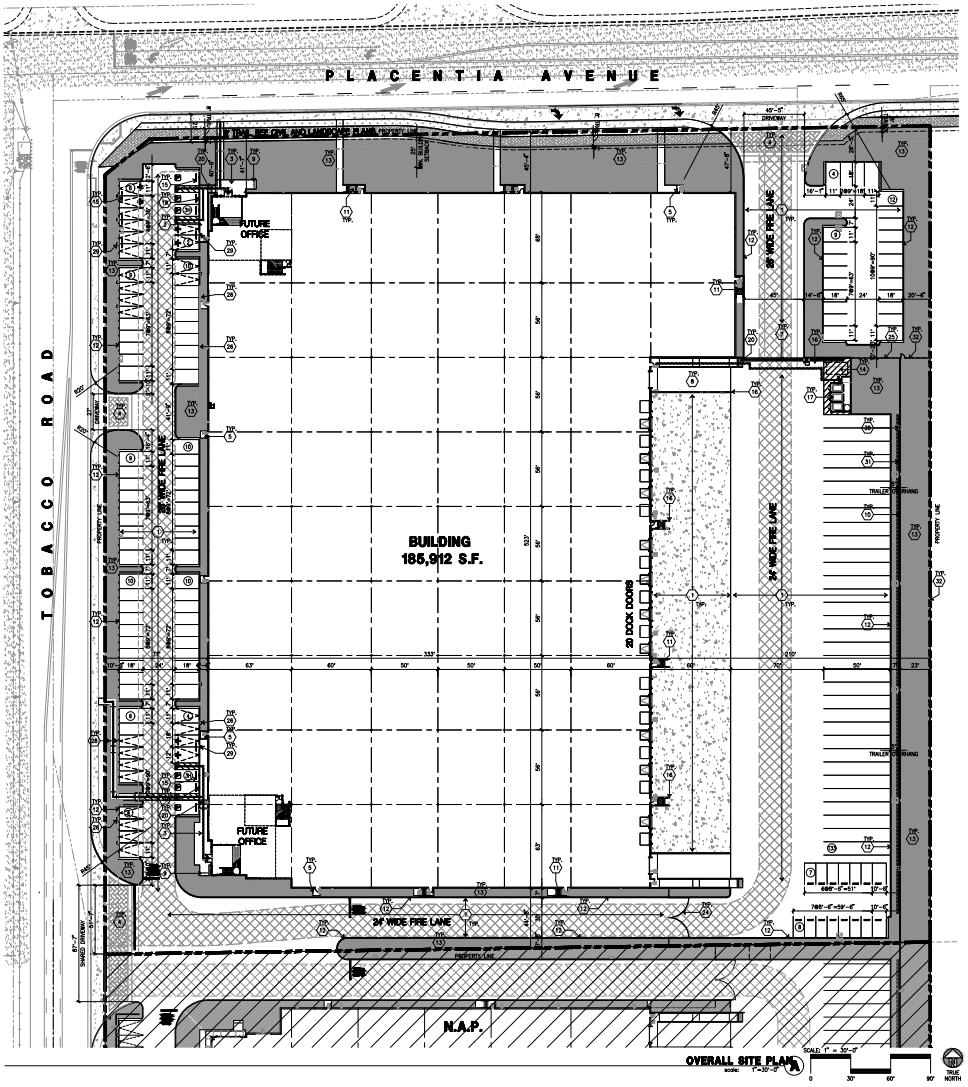
SUMMARY OF FINDINGS

The Project driveways and the intersection of Tobacco Road at Placentia Avenue are anticipated to operate at an acceptable LOS during the peak hours under EAP (2026) traffic conditions. No improvements have been identified for the study area intersections beyond those necessary to facilitate site access. Driveway 1 is currently designed to accommodate passenger cars, and no modifications are necessary. Similarly, Driveway 2 is currently designed as a shared driveway that will serve both the proposed Project and the southerly PPT220047 and does not require any modifications to accommodate either passenger cars or heavy trucks. Attachment F identifies specific curb radii improvements needed at the southwest and southeast corners of both Tobacco Road and Driveway 3 along Placentia Avenue for both the Opening Day and Ultimate roadway conditions. Lastly, no queuing issues are anticipated with the proposed striping (refer to Exhibits 1 and2 of Attachment F for concept striping) and turn pocket length recommendations under EAP (2026) traffic conditions. However, a painted two-way-left-turn lane is recommended in the vicinity of Driveway 3 and the adjacent Wellness Center driveway immediately to the east in order to accommodate left-turning vehicles adequately into both driveways.

PROJECT OVERVIEW

The proposed Project includes the development of a 185,912-square-foot warehouse building comprised of 176,912-square-feet of warehousing space, and 9,000-square-feet of office space (with 4,500-square-feet on each floor). However, in an effort to conduct a conservative analysis, this traffic assessment is based on the evaluation of a 186,695-square-foot warehouse building which includes 171,695-square-feet of warehousing use and 15,000-square-feet of office space (7,500-square-feet on first and second floors). The preliminary site plan for the proposed Project is shown on Exhibit 1. Access to the site would be accommodated via two full access driveways located on Tobacco Road and a full access driveway on Placentia Avenue (e.g., no turn restrictions). Trucks would have access via the Placentia Avenue driveway and the southerly driveway on Tobacco Road and passenger car traffic would have access to all three driveways. The southerly Project driveway on Tobacco Road is to be a shared driveway with PPT220047. Truck traffic to and from the site occurs along Placentia Avenue between the Project and the I-215 Freeway interchange at Placentia Avenue. The Project's anticipated opening year is 2026.

EXHIBIT 1: PRELIMINARY SITE PLAN



ASSUMPTIONS AND METHODOLOGIES

This section provides a review of the assumptions and methodologies utilized for this traffic assessment, consistent with the County Guidelines. The definitions of Level of Service (**LOS**) for interrupted traffic flow (flow restrained by the existence of traffic signals and other traffic control devices) differ slightly depending on the type of traffic control. The LOS is typically dependent on the quality of traffic flow at the intersections along a roadway. The 7th Edition Highway Capacity Manual (**HCM**) methodology expresses the LOS at an intersection in terms of delay time for the various intersection approaches. The HCM uses different procedures depending on the type of intersection control.

SIGNALIZED INTERSECTION OPERATIONS ANALYSIS METHODOLOGY

Intersection LOS operations are based on an intersection's average control delay. Control delays include initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The traffic modeling and signal timing optimization software package Synchro 12 has been utilized to analyze signalized intersections. Synchro is a macroscopic traffic software program that is based on the signalized intersection capacity analysis as specified in the HCM. Macroscopic level models represent traffic in terms of aggregate measures for each movement at the study intersections. Equations are used to determine measures of effectiveness such as delay and queue length. The level of service and capacity analysis performed by Synchro takes into consideration optimization and coordination of signalized intersections within a network.

UNSIGNALIZED INTERSECTION OPERATIONS ANALYSIS METHODOLOGY

The LOS rating is based on the weighted average control delay expressed in seconds per vehicle. At two-way or side-street stop-controlled intersections, LOS is calculated for each controlled movement and for the left turn movement from the major street, as well as for the intersection as a whole. Delay for the intersection is reported for the worst individual movement at a two-way stop-controlled intersection. For all-way stop controlled intersections, LOS is computed for the intersection as a whole (average delay).

LEVEL OF SERVICE (LOS) CRITERIA

The definition of an intersection deficiency has been obtained from the County of Riverside General Plan. Riverside County General Plan Policy C 2.1 states that the County will maintain the following County-wide target LOS:

The following minimum target levels of service have been designated for the review of development proposals in the unincorporated areas of Riverside County with respect to transportation impacts on roadways designated in the Riverside County Circulation Plan which are currently County maintained, or are intended to be accepted into the County maintained roadway system:

- *LOS C shall apply to all development proposals in any area of the Riverside County not located within the boundaries of an Area Plan, as well as those areas located within the following Area Plans: REMAP, Eastern Coachella Valley, Desert Center, Palo Verde Valley, and those non-Community Development areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley, and Temescal Canyon Area Plans.*

- *LOS D shall apply to all development proposals located within any of the following Area Plans: Eastvale, Jurupa, Highgrove, Reche Canyon/Badlands, Lakeview/Nuevo, Sun City/Menifee Valley, Harvest Valley/Winchester, Southwest Area, The Pass, San Jacinto Valley, Western Coachella Valley and those Community Development Areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.*
- *LOS E may be allowed by the Board of Supervisors within designated areas where transit-oriented development and walkable communities are proposed.*

The applicable minimum LOS utilized for the purposes of this analysis is LOS D per the County-wide target LOS for projects located within the Mead Valley Area Plan.

DEFICIENCY CRITERIA

This section outlines the methodology used in this analysis related to identifying circulation system deficiencies. The following deficiency criteria have been utilized for the County of Riverside. To determine whether the addition of project-related traffic at a study intersection would result in a deficiency, the following will be utilized:

- A deficiency occurs at study area intersections if the pre-Project condition is at or better than LOS D (i.e., acceptable LOS), and the addition of project trips causes the peak hour LOS of the study area intersection to operate at unacceptable LOS (i.e., LOS E or F). Per the County of Riverside traffic study guidelines, for intersections currently operating at unacceptable LOS (LOS E or F), a deficiency will occur if the Project contributes peak hour trips to pre-project traffic conditions.

PROJECT TRAFFIC

This section presents the traffic volumes estimated to be generated by the Project, as well as the Project's trip assignment onto the study area roadway network.

TRIP GENERATION

Trip generation represents the amount of traffic, which is both attracted to, and produced by, a development. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to, and produced by, the specific land uses being proposed for a given development.

In order to develop the traffic characteristics of the proposed Project, trip-generation statistics published in the Institute of Transportation Engineers (**ITE**) Trip Generation Manual (11th Edition, 2021) were used to estimate the trip generation. For purposes of this analysis, the following land use code and vehicle mix has been utilized:

- Warehousing – ITE Land Use Code 150 has been used to derive site-specific trip generation estimates for the proposed Project. The vehicle mix has also been obtained from the ITE's latest Trip Generation Manual. The truck percentages were further broken down by axle type per the following South Coast Air Quality Management District (**SCAQMD**) recommended truck mix: 2-Axle = 16.7%; 3-Axle = 20.7%; 4+-Axle = 62.6%.

As noted in Table 1, refinements to the raw trip generation estimates have been made to provide a more detailed breakdown of trips between passenger cars and trucks. Trip generation for heavy

trucks was further broken down by truck type (or axle type). The total truck percentage is comprised of 3 different truck types: 2-axle, 3-axle, and 4+-axle trucks. Passenger Car Equivalent (**PCE**) factors were applied to the trip generation rates for heavy trucks (large 2-axles, 3-axles, 4+-axles). PCEs allow the typical "real-world" mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and level of service analyses. The PCE factors are consistent with the recommended PCE factors in County Guidelines.

TABLE 1: TRIP GENERATION RATES

Land Use[1]	Units[2]	ITE LU Code	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Actual Vehicle Trip Generation Rates									
Warehousing[3]	TSF	150	0.131	0.039	0.170	0.050	0.130	0.180	1.710
Passenger Cars (AM=88.2%, PM=83.3%, Daily=64.9%)			0.120	0.030	0.150	0.034	0.116	0.150	1.110
2-Axle Trucks (AM=1.97%, PM=2.79%, Daily=5.86%)			0.002	0.001	0.003	0.003	0.002	0.005	0.100
3-Axle Trucks (AM=2.44%, PM=3.46%, Daily=7.27%)			0.002	0.002	0.004	0.003	0.003	0.006	0.124
4+-Axle Trucks (AM=7.39%, PM=10.45%, Daily=21.97%)			0.007	0.006	0.013	0.010	0.009	0.019	0.376
Passenger Car Equivalent (PCE) Trip Generation									
Warehousing[3]	TSF	150	0.131	0.039	0.170	0.050	0.130	0.180	1.710
Passenger Cars			0.120	0.030	0.150	0.034	0.116	0.150	1.110
2-Axle Trucks (PCE = 1.5)			0.003	0.002	0.005	0.005	0.003	0.008	0.150
3-Axle Trucks (PCE = 2.0)			0.004	0.004	0.008	0.006	0.006	0.012	0.248
4+-Axle Trucks (PCE = 3.0)			0.021	0.017	0.038	0.030	0.026	0.056	1.127

[1] Trip Generation & Vehicle Mix Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

[2] TSF = thousand square feet

[3] Truck Mix: South Coast Air Quality Management District's (SCAQMD) recommended truck mix, by axle type.
Normalized % - Without Cold Storage: 16.7% 2-Axle trucks, 20.7% 3-Axle trucks, 62.6% 4-Axle trucks.

The Project is estimated to generate a total of 322 two-way trips per day on a typical weekday with approximately 30 AM peak hour trips and 35 PM peak hour as shown in Table 2 (actual vehicles). Consistent with the County Guidelines, the PCE values shown in Table 2 will be utilized for the purposes of determining if the Project requires peak hour intersection operations analyses. The Project is estimated to generate a total of 492 two-way PCE trips per day on a typical weekday with approximately 38 PCE AM peak hour trips and 43 PCE PM peak hour as shown in Table 2.

TABLE 2: PROJECT TRIP GENERATION SUMMARY

Land Use	Quantity	Units[1]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Actual Vehicles:									
Warehousing	186.695	TSF							
Passenger Cars:			22	6	28	6	22	28	208
2-axle Trucks:			0	0	0	1	0	1	20
3-axle Trucks:			0	0	0	1	1	2	24
4+-axle Trucks:			1	1	2	2	2	4	70
Total Truck Trips (Actual Vehicles):			1	1	2	4	3	7	114
Total Trips (Actual Vehicles)[2]			**23**	**7**	**30**	**10**	**25**	**35**	**322**
Passenger Car Equivalent (PCE):									
Warehousing	186.695	TSF							
Passenger Cars:			22	6	28	6	22	28	208
2-axle Trucks:			1	0	1	1	1	2	28
3-axle Trucks:			1	1	2	1	1	2	46
4+-axle Trucks:			4	3	7	6	5	11	210
Total Truck Trips (PCE):			6	4	10	8	7	15	284
Total Trips (PCE)[2]			**28**	**10**	**38**	**14**	**29**	**43**	**492**

[1] TSF = thousand square feet

[2] Total Trips = Passenger Cars + Truck Trips.

TRIP DISTRIBUTION

The Project trip distribution represents the directional orientation of traffic to and from the Project site. Trip distribution is the process of identifying the probable destinations, directions, or traffic routes that will be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered, to identify the route where the Project traffic would distribute. In addition, truck routes for neighboring agencies have been taken into consideration in the development of the trip distribution patterns for heavy trucks. There are no weight restrictions on any of the surrounding roadways that lead to the I-215 Freeway (Tobacco Road and Placentia Avenue). However, per the County's Board Policy C3.8, trucks are to avoid driving through residential areas. As such, the Project's truck travel patterns are likely to be limited to Tobacco Road (Project to Placentia Avenue) and Placentia Avenue (Tobacco Road to I-215 Freeway). Based on the County's Board Policy, the Project could not send trucks west on Placentia Avenue, to Patterson Avenue, then to Rider Street as there are existing residential uses along one or more of these streets.

Exhibit 2 shows the Project truck trip distribution patterns while Exhibit 3 shows the Project passenger car trip distribution patterns. Per the County's comments, the truck trip distribution patterns assume Project trucks would utilize Placentia Avenue to access the I-215 Freeway.

EXHIBIT 2: PROJECT (TRUCK) TRIP DISTRIBUTION

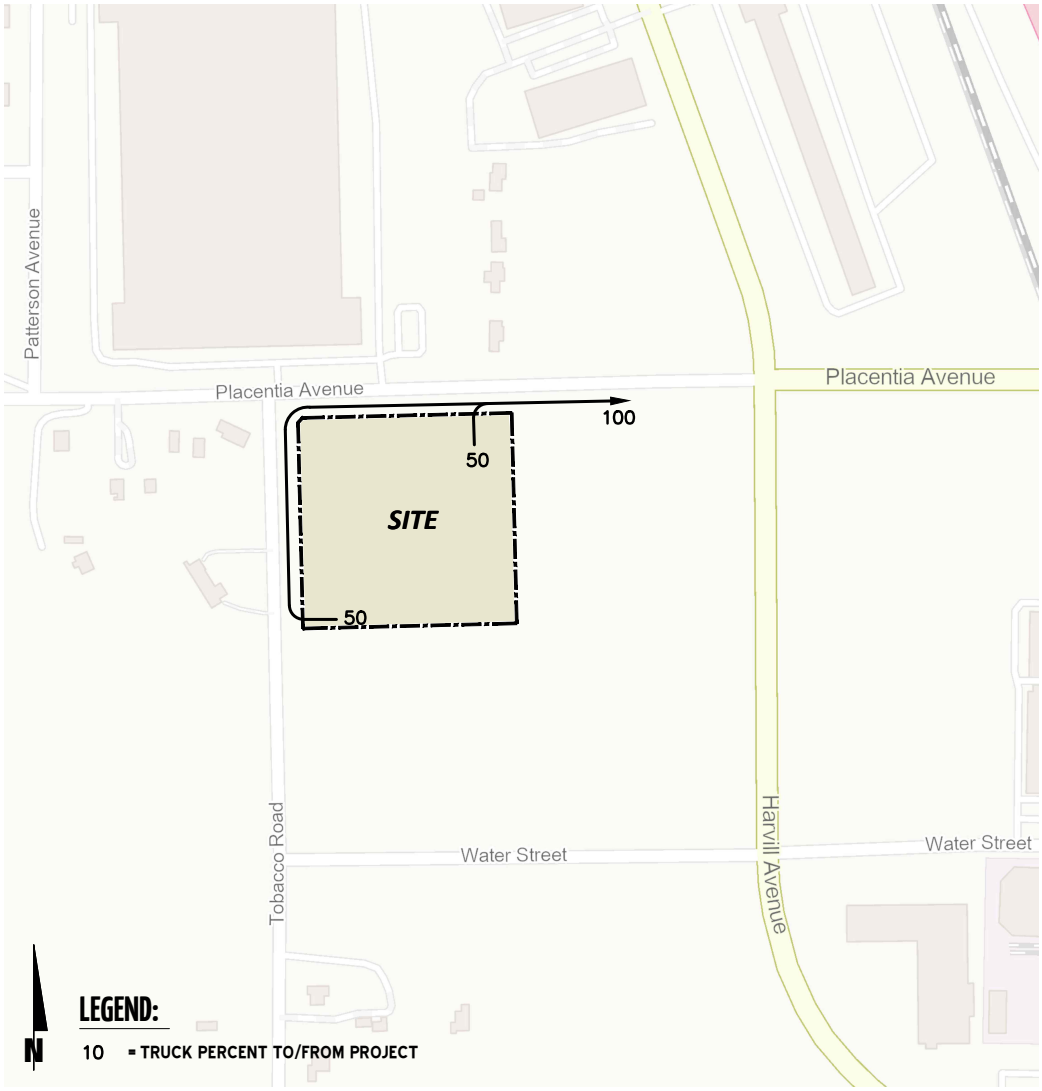
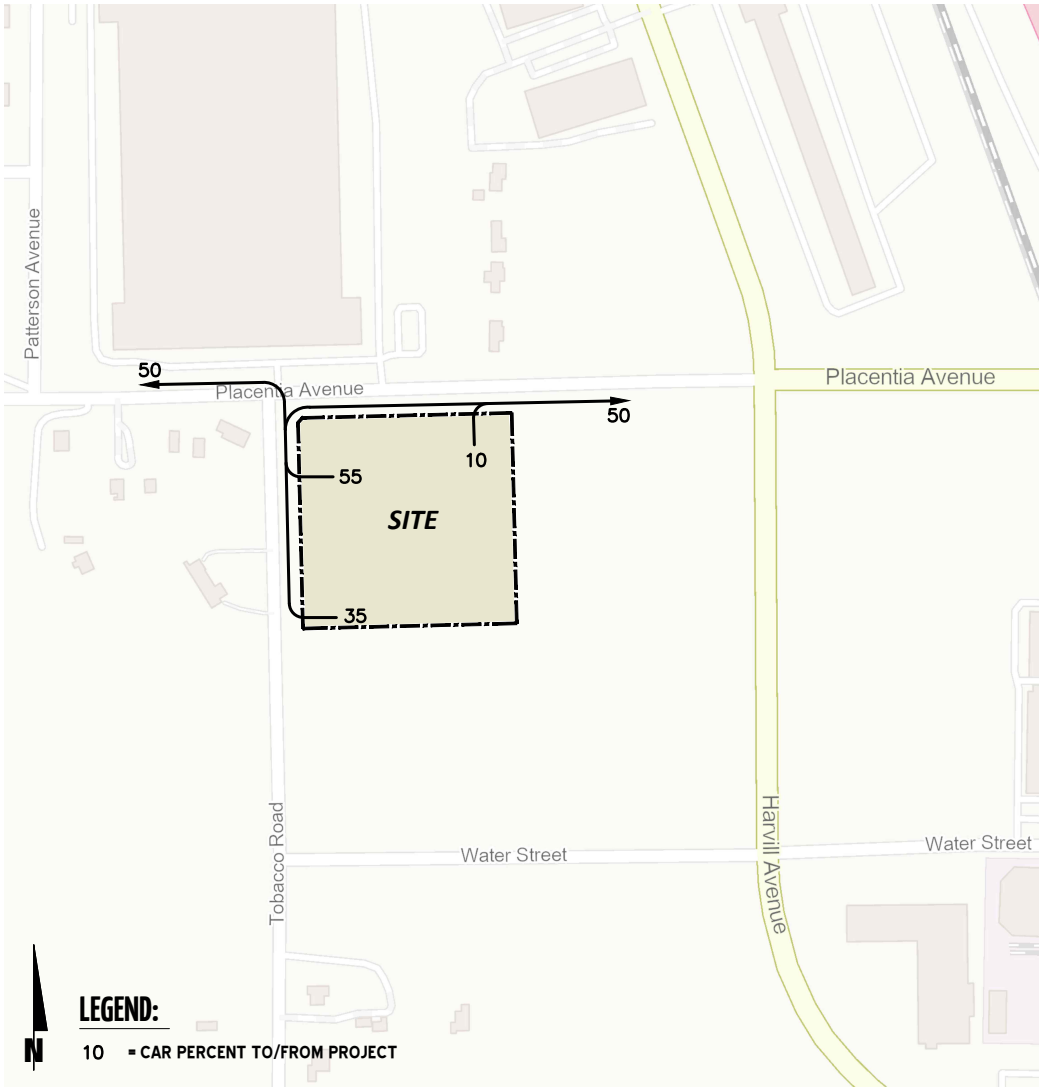


EXHIBIT 3: PROJECT (PASSENGER CAR) TRIP DISTRIBUTION



PROJECT TRIP ASSIGNMENT

The assignment of traffic from the Project area to the adjoining roadway system is based upon the Project trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of initial occupancy of the Project. Based on the identified Project traffic generation and trip distribution patterns, the Project only ADT and peak hour intersection turning movement volumes are shown in Exhibit 4.

EXHIBIT 4: PROJECT ONLY (PCE) TRAFFIC VOLUMES

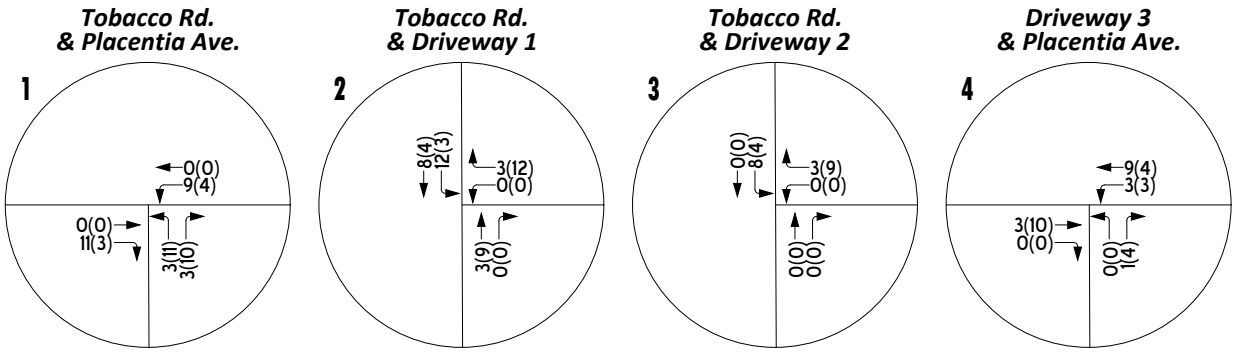


LEGEND:

1 = Existing Intersection Analysis Location

(1) = Future Intersection Analysis Location

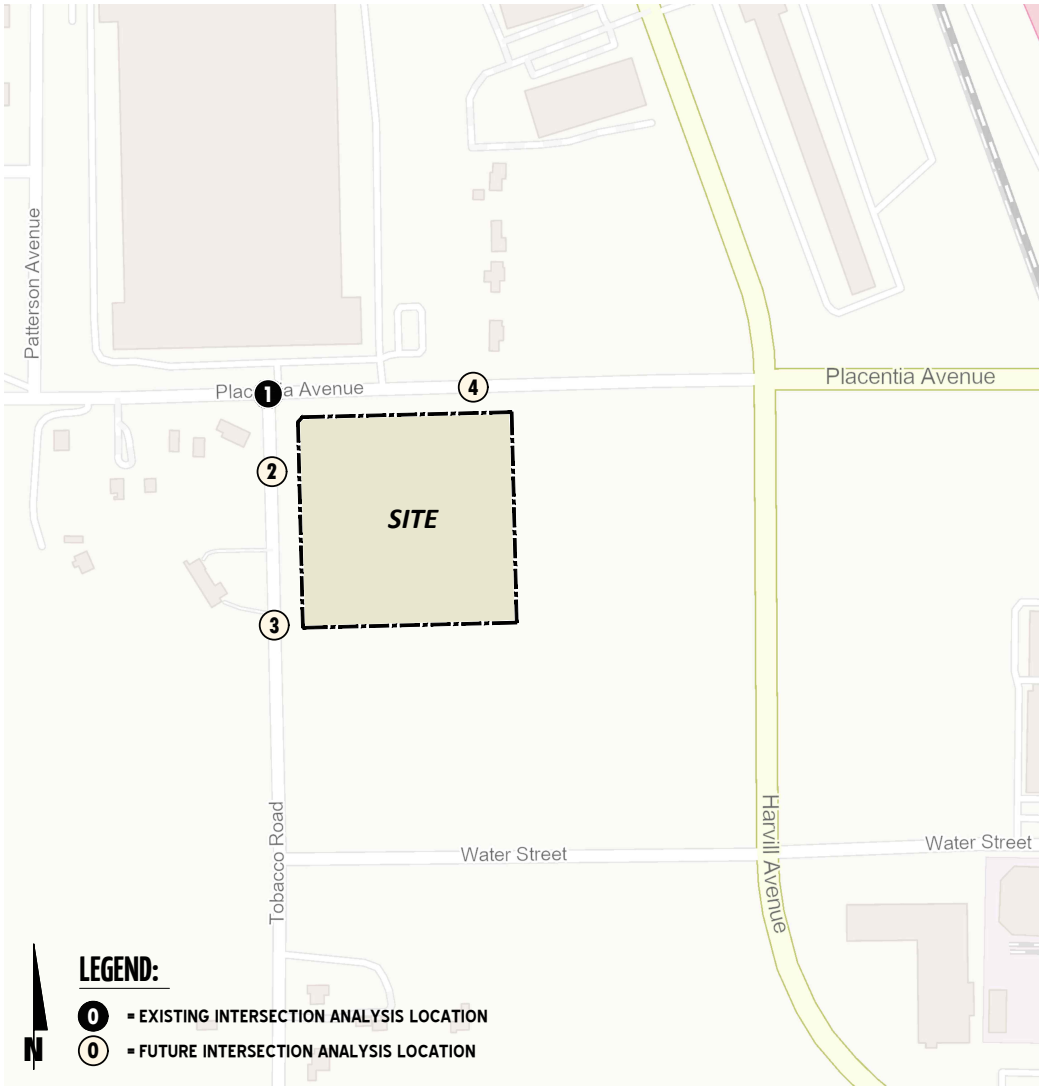
00 = Average Daily Traffic (ADT)



STUDY AREA

Exhibit 5 provides the study area for the proposed Project, which consists of Tobacco Road & Placentia Avenue, plus all Project driveways. The study area has been reviewed by County staff as part of the scoping process.

EXHIBIT 5: STUDY AREA



#	Intersections
1	Tobacco Rd. & Placentia Av.
2	Tobacco Rd. & Driveway 1
3	Tobacco Rd. & Driveway 2
4	Driveway 3 & Placentia Av.

EXISTING (2024) CONDITIONS

Traffic count data was collected for the intersection of Tobacco Road at Placentia Avenue in addition to daily traffic volumes along both Tobacco Road and Placentia Avenue. Existing traffic count data is provided in Attachment B along with volume development worksheets for all future analysis scenarios. Existing traffic volumes are also shown in Exhibit 6. The intersection operations analysis results are summarized in Table 3, which indicates that the existing study area intersection of Tobacco Road and Placentia Avenue is currently operating at an acceptable LOS during the peak hours. The intersection operations analysis worksheets are included in Attachment C.

TABLE 3: INTERSECTION ANALYSIS FOR EXISTING (2024) CONDITIONS

#	Intersection	Traffic Control[1]	Delay[2] (secs.)		Level of Service	
			AM	PM	AM	PM
1	Tobacco Rd. & Placentia Av.	CSS	9.1	9.1	A	A
2	Tobacco Rd. & Driveway 1		Future Intersection			
3	Tobacco Rd. & Driveway 2		Future Intersection			
4	Driveway 3 & Placentia Av.		Future Intersection			

1 CSS = Cross-Street Stop

2 Per the Highway Capacity Manual (7th Edition), 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.

EXHIBIT 6: EXISTING (2024) (PCE) TRAFFIC VOLUMES

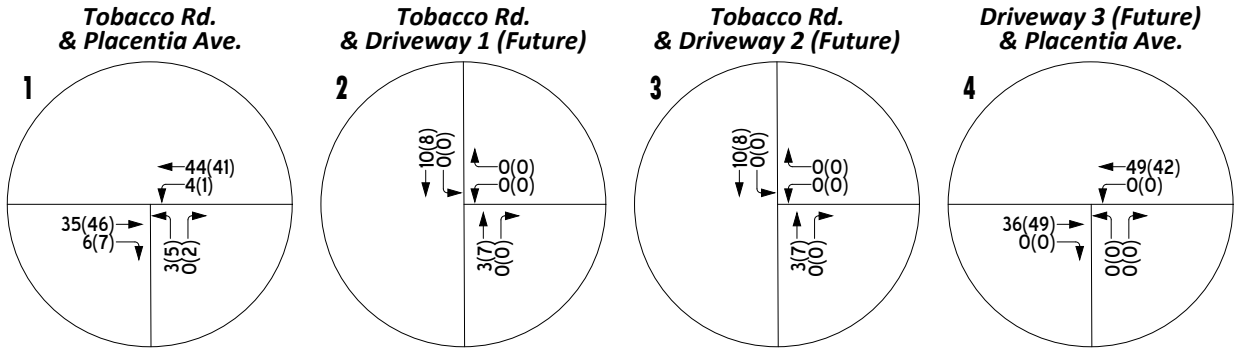


LEGEND:

① = Existing Intersection Analysis Location

(1) = Future Intersection Analysis Location

00 = Average Daily Traffic (ADT)



EAP (2026) CONDITIONS

This section discusses the traffic forecasts for EAP (2026) conditions and the resulting intersection operations and traffic signal warrant analyses.

VOLUME DEVELOPMENT

This scenario includes Existing (2024) traffic volumes plus an ambient growth factor of 4.04% and the addition of Project traffic. In addition, traffic associated with PPT220047 to the south, Barker Logistics, and Placentia Truck Lot have also been added as these uses are anticipated to be open and operational within the same timeframe as the proposed Project. The proposed County Wellness Center, which is located immediately to the east of the proposed Project, was also considered; however, no traffic from the Wellness Center is anticipated to travel to and from the west on Placentia Avenue. The weekday ADT and weekday AM and PM peak hour volumes for the study area intersections are provided in Attachment B and in Exhibit 7.

INTERSECTIONS

Table 4 provides the summary of the intersection operations analysis for EAP (2026) traffic conditions. As shown in Table 4, the study area intersections are anticipated to operate at an acceptable LOS during the peak hours. It should be noted that the intersection of Tobacco Road and Placentia Avenue assumes the implementation of an all-way stop controlled intersection in order to accommodate turning trucks. The intersection operations analysis worksheets for EAP (2026) traffic conditions are provided in Attachment D.

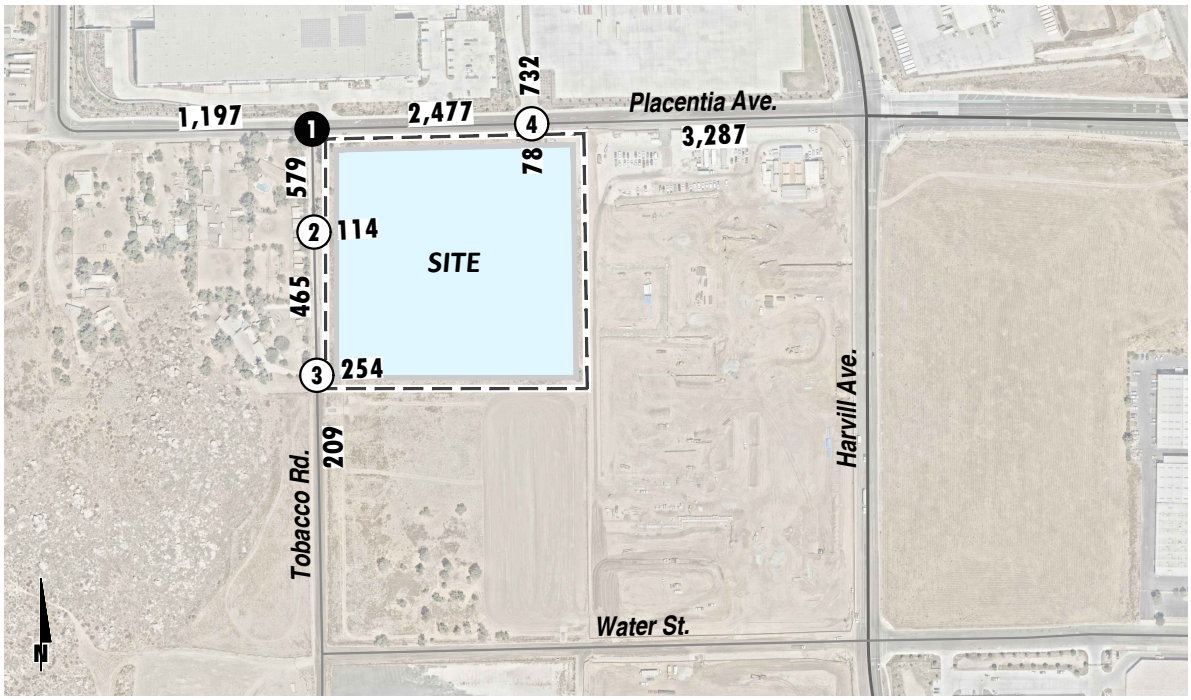
TABLE 4: INTERSECTION ANALYSIS FOR EAP (2026) CONDITIONS

#	Intersection	Traffic Control[1]	Delay[2] (secs.) AM	Delay[2] (secs.) PM	Level of Service AM	Level of Service PM
1	Tobacco Rd. & Placentia Av.	**AWS**	7.7	7.7	A	A
2	Tobacco Rd. & Driveway 1	**CSS**	8.4	8.5	A	A
3	Tobacco Rd. & Driveway 2	**CSS**	8.3	8.4	A	A
4	Driveway 3 & Placentia Av.	**CSS**	10.4	10.4	B	B

[1] CSS = Cross-Street Stop; AWS = All-Way Stop; **CSS** = Improvement

[2] Per the Highway Capacity Manual (7th Edition), 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.

EXHIBIT 7: EAP (2026) (PCE) TRAFFIC VOLUMES

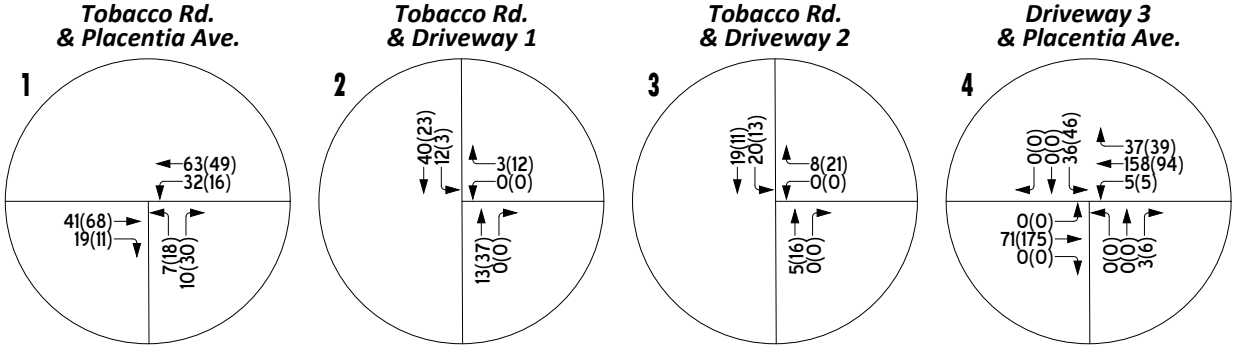


LEGEND:

0 = Existing Intersection Analysis Location

(0) = Future Intersection Analysis Location

00 = Average Daily Traffic (ADT)



TRAFFIC SIGNAL WARRANTS

The term "signal warrants" refers to the list of established criteria used by the California Department of Transportation (**Caltrans**) and other public agencies to quantitatively justify or determine the potential need for installation of a traffic signal at an otherwise unsignalized intersection. This traffic assessment uses the signal warrant criteria presented in the latest edition of the Caltrans California Manual on Uniform Traffic Control Devices (**CA MUTCD**). The CA MUTCD indicates that the installation of a traffic signal should be considered if one or more of the signal warrants are met. Specifically, this focused traffic assessment utilizes the Peak Hour Volume-based Warrant 3 as the appropriate representative traffic signal warrant analysis for all future analysis scenarios. The study intersection has also been assessed regarding the potential need for a new traffic signal based on future Average Daily Traffic (**ADT**) volumes, using the Caltrans planning level ADT-based signal warrant analysis worksheets. For the purposes of this assessment, the speed limit was the basis for determining whether Urban or Rural warrants were used for a given intersection. Urban warrants have been used as the posted speed limit along study area roadways is anticipated to be 40 miles per hour or lower.

Traffic signal warrants for Existing traffic conditions are based on existing peak hour intersection turning volumes. The unsignalized intersection of Tobacco Road and Placentia Avenue does not currently warrant a traffic signal under Existing traffic conditions. Traffic signal warrants have been evaluated for the future Project driveways under EAP (2026) traffic conditions based on the planning-level ADT volume-based warrants. The Project driveways are not expected to meet traffic signal warrants based on the EAP (2026) daily volumes. All traffic signal warrant analysis worksheets are provided in Attachment E.

TRUCK ACCESS

Due to the typical wide turning radius of large trucks, a truck turning template has been overlaid on the site plan at each applicable Project driveway anticipated to be utilized by heavy trucks and the site adjacent intersection of Tobacco Road at Placentia Avenue in order to determine appropriate curb radii and to verify that trucks will have sufficient space to execute turning maneuvers. A WB-67 truck (53-foot trailer) has been utilized for the purposes of this assessment. The proposed driveways are anticipated to accommodate the ingress and egress of heavy trucks under both interim and ultimate roadway conditions with the exception of:

- **Tobacco Road at Placentia Avenue** – A minimum 45-foot curb radius on the southeast corner should be accommodated under Opening Day and Ultimate roadway conditions in order to facilitate truck turns (refer to Exhibit 7 and Exhibit 11 of Attachment F). Ultimate roadway conditions also reflect an improved 35-foot curb radius on the southwest corner (Exhibit 11 in Attachment F). In the interim, trucks will be prohibited from making a northbound left turn from Tobacco Road onto Placentia Avenue and an eastbound right turn from Placentia Avenue to Tobacco Road.
- **Driveway 3 at Placentia Avenue** – The proposed curb radius on the southeast and southwest corners as currently designed will accommodate truck turns under Opening Day conditions (refer to Exhibit 8 of Attachment F). The proposed 45-foot curb radii on the southwest corner and the 65-foot curb radius on the southeast corner should be

accommodated under Ultimate roadway conditions in order to facilitate truck turns into and out of the site (refer to Exhibit 12 of Attachment F).

The interim roadway concept plan assumes existing lanes and the existing southwest corner at Tobacco Road and Placentia Avenue. The ultimate roadway concept plan identifies the future roadway improvements that would be in place per the County's standards if/when the southwestern property is developed.

With the developer being the owner of both the Project and the adjacent site to south on Tobacco Road (PPT220047) at the request of County staff, a proposed "joint use" driveway has been provided per the recommendation of County staff. Driveway 2 would require a reciprocal access agreement being approved between the two properties and put in place prior to the start of construction of the southerly building.

TRUCK STACKING

Using the WB-67 truck template, the truck stacking has been identified behind the gate and the public street at both Driveway 2 on Tobacco Road and Driveway 3 on Placentia Avenue as these are the two driveways anticipated to serve heavy trucks. As a tenant has not currently been identified for the proposed Project, the anticipated truck circulation for the building is unknown at this time. Stacking accommodated on-site is in excess to the stacking provided for other surrounding warehouse uses of comparable size in the immediate vicinity and is well more than the anticipated truck activity. Based on the Project's anticipated trip generation, no more than four (4) trucks are anticipated to arrive during either peak hour, which is approximately one (1) truck every 15 minutes. The intent of the gate operation is to remain open during business hours, however, should the tenant require gates to be closed during business operations, up to four (4) WB-67 trucks could be stored between the closed gate and Tobacco Road along Driveway 2 and up to four (4) WB-67 trucks could be stored between the gate and Placentia Avenue along Driveway 3 (refer to Exhibits 3 and 4 of Attachment F). Accommodating storage for four (4) trucks at both driveways on Tobacco Road and Placentia Avenue is significantly more truck storage space accommodated for any existing comparable site within the vicinity of the Project. A "Tenant Advisory" could be implemented to identify truck access points and stacking areas which can be supplemented with on-site signage (as needed).

SITE ACCESS/QUEUING ASSESSMENT

A queuing analysis was performed for all study area intersections under EAP (2026) traffic conditions. Queuing analysis findings are presented on Table 5. Turn pocket lengths are based on either existing or proposed lengths (refer to concept striping provided in Attachment F) and intersection locations are consistent with the measured distance between each location. As shown on Table 5, there are no movements that would experience queuing issues during the weekday AM or weekday PM peak 95th percentile traffic flows. Due to the proximity of the Project Driveway 3 and the proposed driveway serving the Wellness Center immediately to the east, it is recommended that the median be striped as a two-way-left-turn lane as opposed to striping in the left-turn pocket for either of these driveways. Worksheets for EAP (2026) traffic conditions queuing analysis are provided in Attachment G.

TABLE 5: PEAK HOUR QUEUING SUMMARY FOR EAP (2026) CONDITIONS

#	Intersection	Movement	Available Stacking Distance (Feet)	95th Percentile Queue (Feet) AM Peak Hour	95th Percentile Queue (Feet) PM Peak Hour	Acceptable?[1] AM	Acceptable?[1] PM
1	Tobacco Rd. & Placentia Av.	NBL/T/R	175	33	41	Yes	Yes
		SBL/T/R	50	30	47	Yes	Yes
		WBL	100	42	34	Yes	Yes
		WBT	480	41	43	Yes	Yes
2	Tobacco Rd. & Driveway 1	SBL/T	175	4	4	Yes	Yes
		WBL/R	40	14	33	Yes	Yes
3	Tobacco Rd. & Driveway 2	SBL	100	4	4	Yes	Yes
		WBL/R	170	28	40	Yes	Yes
4	Driveway 3 & Placentia Av.	NBL/T/R	140	13	17	Yes	Yes
		SBL/T/R	250	47	47	Yes	Yes
		WBL	50	4	9	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.

CONCLUSION

Based on the results of the intersection operations analysis for EAP (2026) With Project traffic conditions, the Project driveways and the intersection of Tobacco Road at Placentia Avenue are anticipated to operate at an acceptable LOS during the peak hours. As such, no improvements have been identified for the study area intersections beyond those necessary to facilitate site access. Driveway 1 is currently designed to accommodate passenger cars, and no modifications are necessary. Similarly, Driveway 2 is currently designed as a shared driveway that will serve both the proposed Project and the southerly PPT220047 and does not require any modifications to accommodate either passenger cars or heavy trucks. Attachment F identifies the curb radii improvements currently reflected on the site plan on the southwest and southeast corners of Driveway 3 and Tobacco Road along Placentia Avenue for both the Opening Day and Ultimate roadway conditions are sufficient to accommodate the truck turns. Lastly, no queuing issues are anticipated with the proposed striping (refer to Exhibit 1 and Exhibit 2 of Attachment F for concept striping) and turn pocket length recommendations under EAP (2026) traffic conditions. However, a painted two-way-left-turn lane is recommended in the vicinity of Driveway 3 and the adjacent Wellness Center driveway immediately to the east in order to accommodate left-turning vehicles adequately into both driveways.

If you have any questions, please contact me directly at cso@urbanxroads.com.

ATTACHMENT A: APPROVED SCOPING AGREEMENT

MEMORANDUM

URBAN | CROSSROADS

DATE: January 30, 2024
TO: Kevin Tsang, County of Riverside
FROM: Charlene So, Urban Crossroads
JOB NO: 15749-02 TA Scope

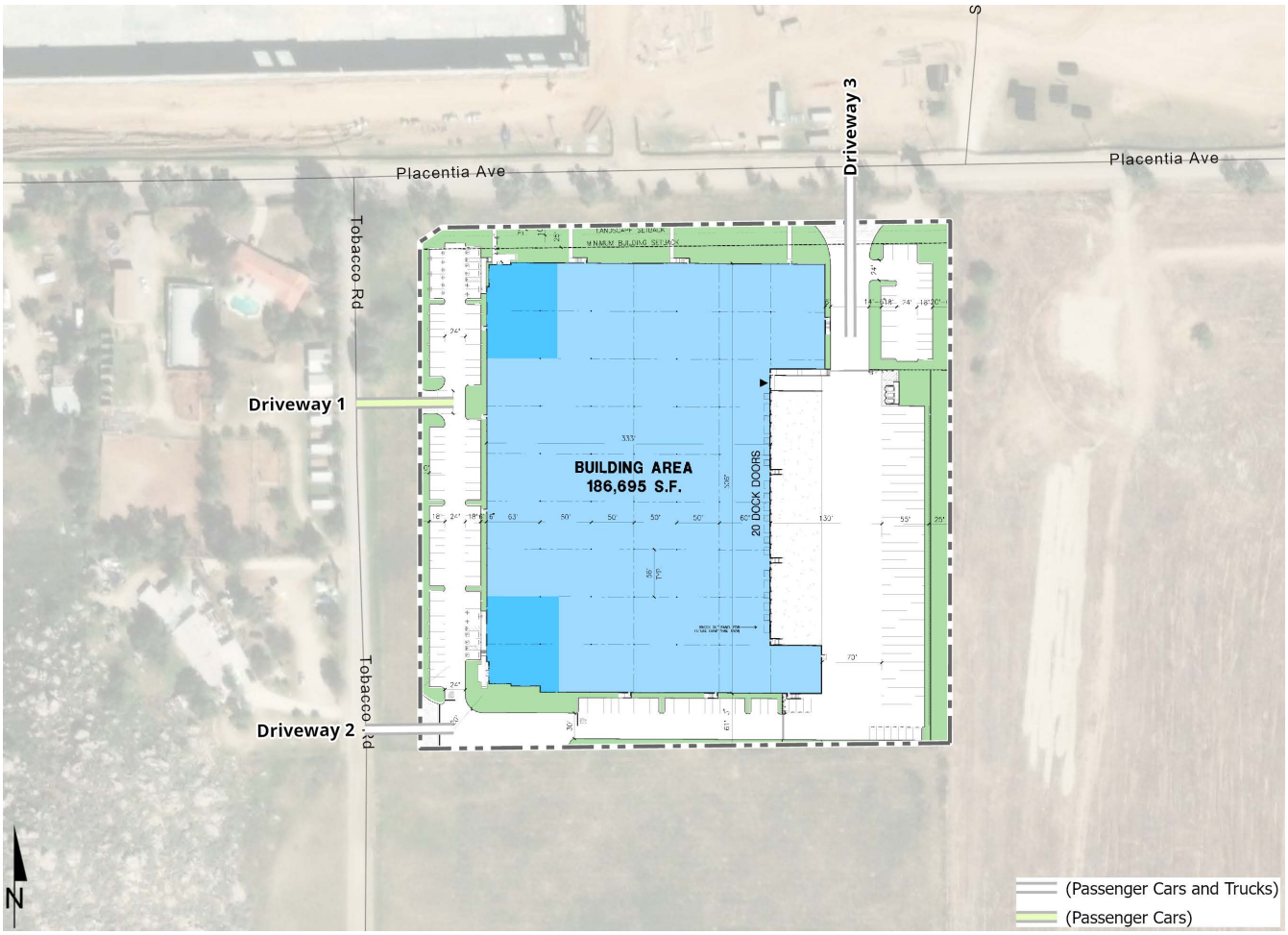
THRIFTY OIL WAREHOUSE (PPT230048, PDA8407, OAPL2300972) TRAFFIC STUDY SCOPING AGREEMENT

The firm of Urban Crossroads, Inc. is pleased to submit this scoping letter regarding the traffic analysis for Thrifty Oil Warehouse development (**Project**), which is located on the southeast corner of Tobacco Road and Placentia Avenue at 23641 Placentia Avenue in the County of Riverside (**County**) (Assessor's Parcel Number (**APN**) 317-260-017 & -018). This letter describes the proposed Project trip generation, trip distribution, and analysis methodology, which have been used to establish the draft proposed Project study area and analysis locations. The following scope of work is based on the County of Riverside's Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled (dated December 2020) (**County Guidelines**).

PROPOSED PROJECT

The proposed Project includes the development of a 186,695 square foot warehouse building with 171,695 square feet of warehousing use and 15,000 square feet of office space (7,500 square feet on first and second floors). The preliminary site plan for the proposed Project is shown on Exhibit 1. Access to the site would be accommodated via two full access driveways located on Tobacco Road and a full access driveway on Placentia Avenue (e.g., no turn restrictions). Trucks would have access via the Placentia Avenue driveway and the southerly driveway on Tobacco Road and passenger car traffic would have access to all three driveways. Truck traffic to and from the site occurs along Placentia Avenue between the Project and the I-215 Freeway interchange at Placentia Avenue. The Project's anticipated opening year is 2026.

EXHIBIT 1: PRELIMINARY SITE PLAN



TRIP GENERATION

Trip generation represents the amount of traffic which is both attracted to and produced by a development. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development.

In order to develop the traffic characteristics of the proposed Project, trip-generation statistics published in the Institute of Transportation Engineers (**ITE**) Trip Generation Manual (11th Edition, 2021) was used to estimate the trip generation. For purposes of this analysis, the following land use code and vehicle mix has been utilized:

- Warehousing – ITE Land Use Code 150 has been used to derive site specific trip generation estimates for the proposed Project. The vehicle mix has also been obtained from the ITE's latest Trip Generation Manual. The truck percentages were further broken down by axle type per the following South Coast Air Quality Management District (SCAQMD) recommended truck mix: 2-Axle = 16.7%; 3-Axle = 20.7%; 4+-Axle = 62.6%.

As noted in Table 1, refinements to the raw trip generation estimates have been made to provide a more detailed breakdown of trips between passenger cars and trucks. Trip generation for heavy trucks was further broken down by truck type (or axle type). The total truck percentage is comprised of 3 different truck types: 2-axle, 3-axle, and 4+-axle trucks. Passenger Car Equivalent (**PCE**) factors were applied to the trip generation rates for heavy trucks (large 2-axles, 3-axles, 4+-axles). PCEs allow the typical "real-world" mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and level of service analyses. The PCE factors are consistent with the recommended PCE factors in City's Guidelines.

TABLE 1: TRIP GENERATION RATES

Land Use[1]	Units[2]	ITE LU Code	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Actual Vehicle Trip Generation Rates									
Warehousing[3]	TSF	150	0.131	0.039	0.170	0.050	0.130	0.180	1.710
Passenger Cars (AM=88.2%, PM=83.3%, Daily=64.9%)			0.120	0.030	0.150	0.034	0.116	0.150	1.110
2-Axle Trucks (AM=1.97%, PM=2.79%, Daily=5.86%)			0.002	0.001	0.003	0.003	0.002	0.005	0.100
3-Axle Trucks (AM=2.44%, PM=3.46%, Daily=7.27%)			0.002	0.002	0.004	0.003	0.003	0.006	0.124
4+-Axle Trucks (AM=7.39%, PM=10.45%, Daily=21.97%)			0.007	0.006	0.013	0.010	0.009	0.019	0.376
Passenger Car Equivalent (PCE) Trip Generation									
Warehousing[3]	TSF	150	0.131	0.039	0.170	0.050	0.130	0.180	1.710
Passenger Cars			0.120	0.030	0.150	0.034	0.116	0.150	1.110
2-Axle Trucks (PCE = 1.5)			0.003	0.002	0.005	0.005	0.003	0.008	0.150
3-Axle Trucks (PCE = 2.0)			0.004	0.004	0.008	0.006	0.006	0.012	0.248
4+-Axle Trucks (PCE = 3.0)			0.021	0.017	0.038	0.030	0.026	0.056	1.127

[1] Trip Generation & Vehicle Mix Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Eleventh Edition (2021).

[2] TSF = thousand square feet

[3] Truck Mix: South Coast Air Quality Management District's (SCAQMD) recommended truck mix, by axle type.
Normalized % - Without Cold Storage: 16.7% 2-Axle trucks, 20.7% 3-Axle trucks, 62.6% 4-Axle trucks.

The Project is estimated to generate a total of 322 two-way trips per day on a typical weekday with approximately 30 AM peak hour trips and 35 PM peak hour as shown in Table 2 (actual vehicles). Consistent with the County Guidelines, the PCE values shown in Table 2 will be utilized for the purposes of determining if the Project requires peak hour intersection operations analyses. The Project is estimated to generate a total of 492 two-way PCE trips per day on a typical weekday with approximately 38 PCE AM peak hour trips and 43 PCE PM peak hour as shown in Table 2.

TABLE 2: PROJECT TRIP GENERATION SUMMARY

			AM Peak Hour			PM Peak Hour			
Land Use	Quantity	Units[1]	In	Out	Total	In	Out	Total	Daily
Actual Vehicles:									
Warehousing	186.695	TSF							
Passenger Cars:			22	6	28	6	22	28	208
2-axle Trucks:			0	0	0	1	0	1	20
3-axle Trucks:			0	0	0	1	1	2	24
4+-axle Trucks:			1	1	2	2	2	4	70
Total Truck Trips (Actual Vehicles):			1	1	2	4	3	7	114
Total Trips (Actual Vehicles)[2]			**23**	**7**	**30**	**10**	**25**	**35**	**322**
Passenger Car Equivalent (PCE):									
Warehousing	186.695	TSF							
Passenger Cars:			22	6	28	6	22	28	208
2-axle Trucks:			1	0	1	1	1	2	28
3-axle Trucks:			1	1	2	1	1	2	46
4+-axle Trucks:			4	3	7	6	5	11	210
Total Truck Trips (PCE):			6	4	10	8	7	15	284
Total Trips (PCE)[2]			**28**	**10**	**38**	**14**	**29**	**43**	**492**

[1] TSF = thousand square feet

[2] Total Trips = Passenger Cars + Truck Trips.

TRIP DISTRIBUTION

The Project trip distribution represents the directional orientation of traffic to and from the Project site. Trip distribution is the process of identifying the probable destinations, directions or traffic routes that will be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered, to identify the route where the Project traffic would distribute. In addition, truck routes for neighboring agencies have been taken into consideration in the development of the trip distribution patterns for heavy trucks.

Exhibit 2 shows the Project truck trip distribution patterns while Exhibit 3 shows the Project passenger car trip distribution patterns. Per the County's comments, the truck trip distribution patterns assume Project trucks would utilize Placentia Avenue to access the I-215 Freeway.

STUDY AREA

Exhibit 3 provides the study area for the proposed Project, which consists of Tobacco Road & Placentia Avenue, plus the proposed Project driveways. The study area has been determined by comments provided by the County.

ANALYSIS SCENARIOS

Consistent with the County's Guidelines, intersection analysis will be provided for the following analysis scenarios:

- Existing (2024) Conditions
- Existing plus Ambient Growth plus Project (EAP) (2026) Conditions

All study area intersections will be evaluated using the Highway Capacity Manual (HCM) 6th Edition analysis methodology.

EXHIBIT 2: PROJECT (TRUCK) TRIP DISTRIBUTION

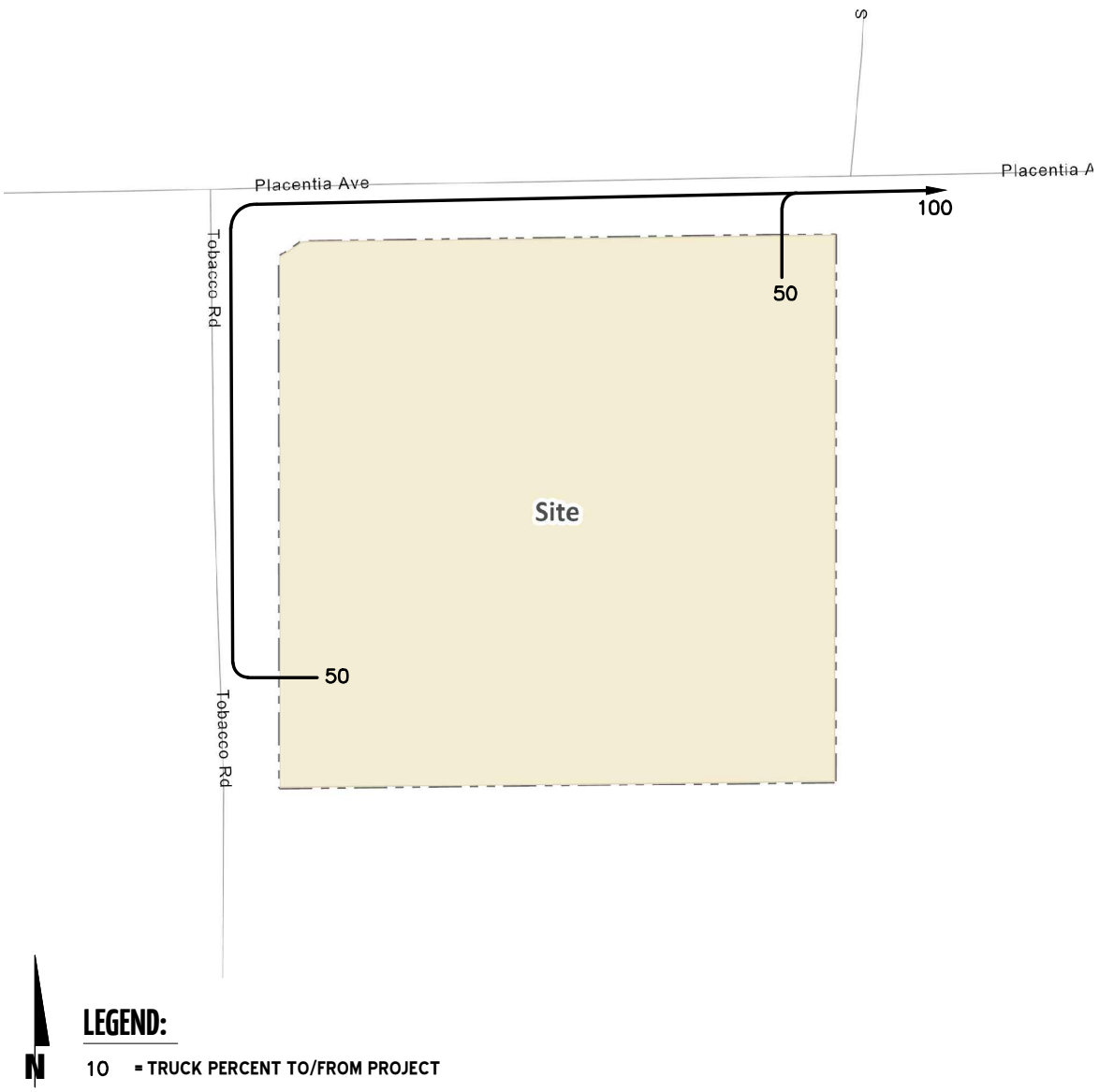


EXHIBIT 3: PROJECT (PASSENGER CAR) TRIP DISTRIBUTION

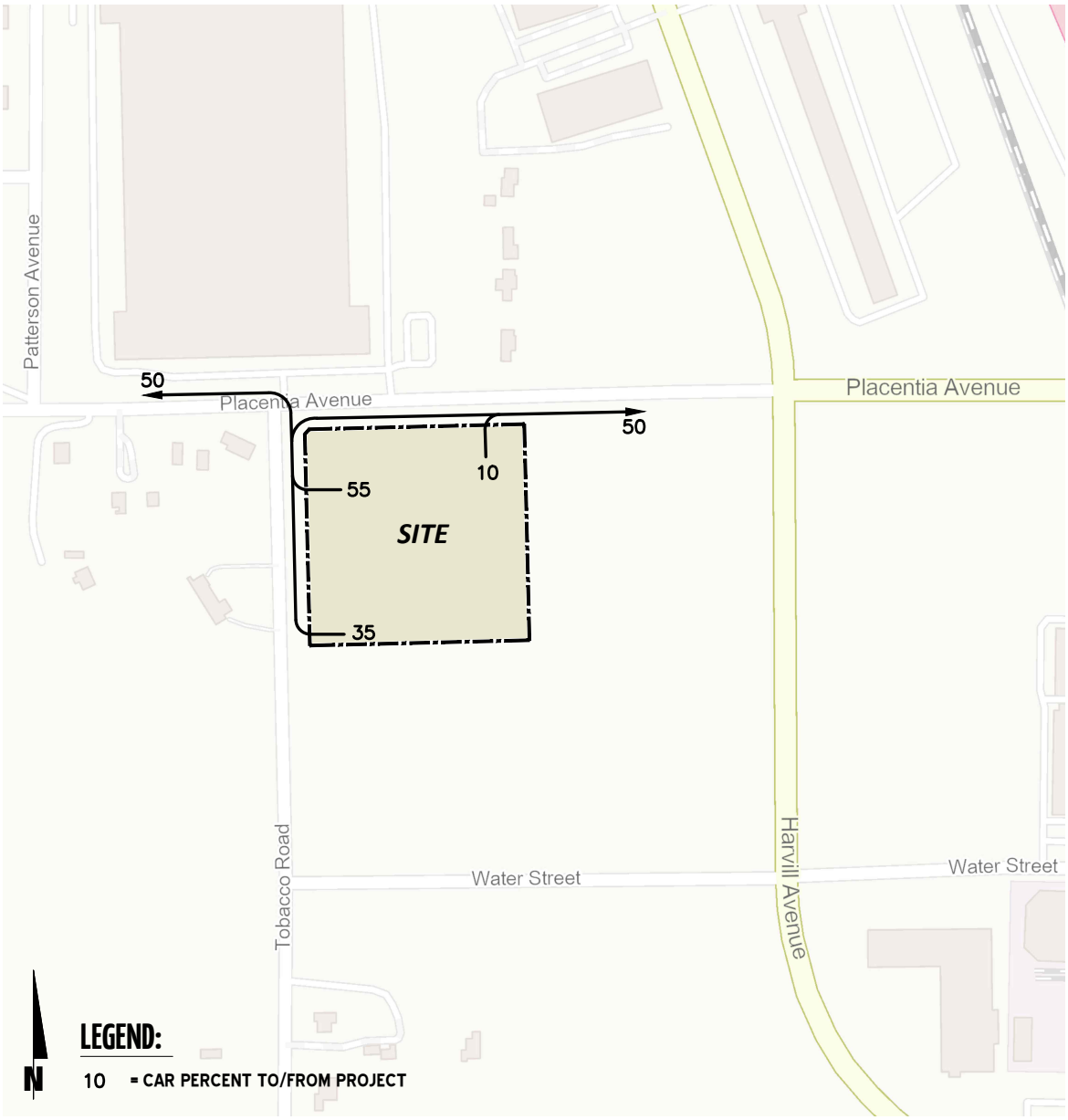
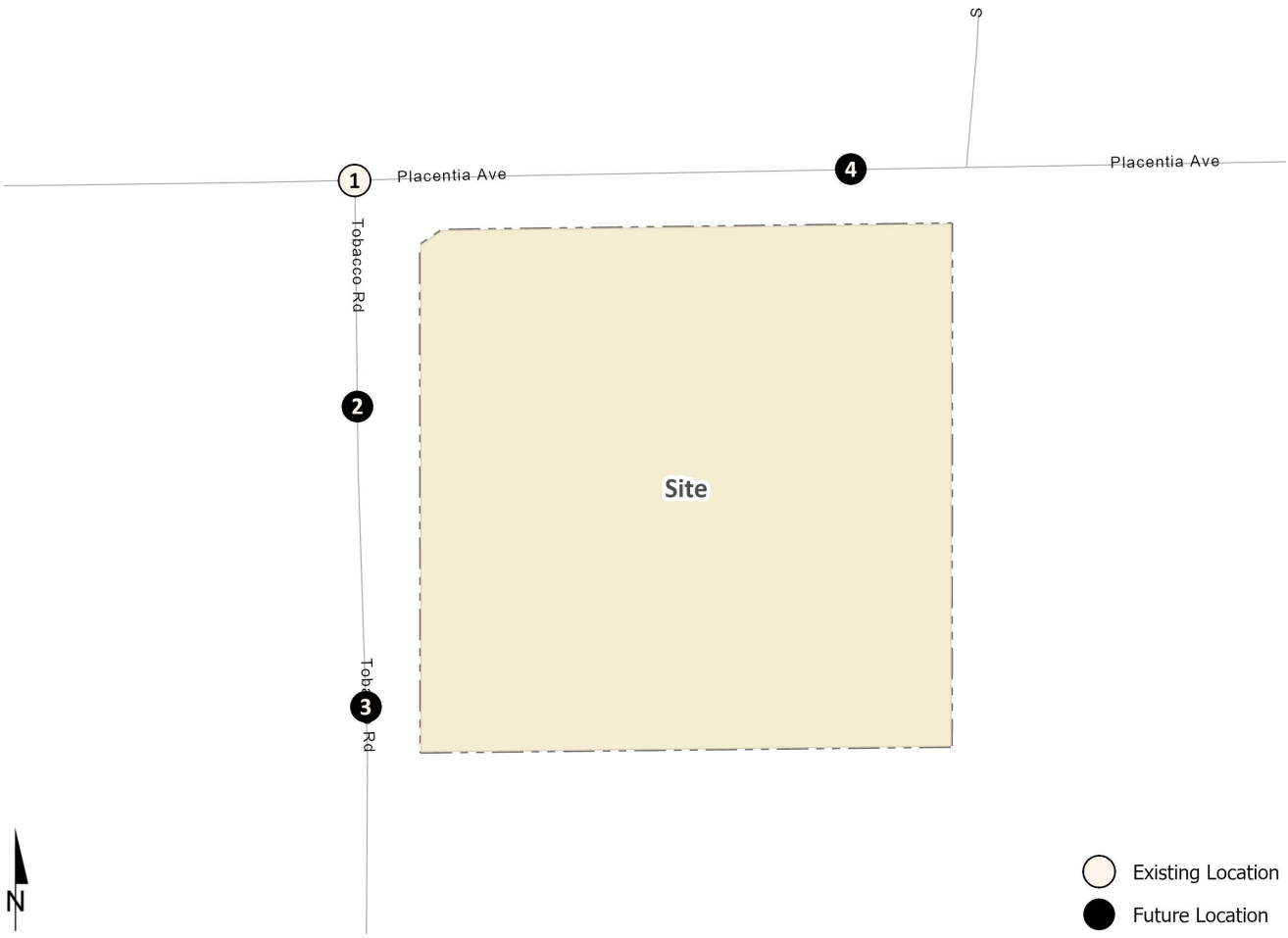


EXHIBIT 4: STUDY AREA



EXISTING COUNT DATA

Traffic counts for the existing study area intersection of Tobacco Road & Placentia Avenue were conducted on January 11, 2024, which was a typical weekday when local schools were open and operating on normal bell schedules. No additional adjustments are proposed for the purpose of establishing the existing baseline conditions. The traffic counts were collected for the following peak hours:

- Weekday AM Peak Hour (7:00-9:00 AM)
- Weekday PM Peak Hour (4:00-6:00 PM)

AMBIENT GROWTH

An ambient growth rate of 2% per year is proposed for the study area intersection to approximate background growth not identified by nearby cumulative development projects. As such, a total of 4.04% will be applied to the baseline (2% per year, compounded over 2 years).

SPECIAL ISSUES

The following special issues will also be addressed:

- VMT analysis will be evaluated in a separate document.
- Conduct traffic signal warrant analysis for all existing and future unsignalized study area intersections, which also includes all Project driveways proposed to have full access. 24-hour counts will be collected for intersections that meet peak hour warrants in order to conduct CA MUTCD Warrants 1 and 2.
- Conduct a queuing analysis of the Project driveways and the intersection of Tobacco Road & Placentia Avenue.
- Prepare truck turns at the applicable Project driveways. Truck turn templates for the site access driveways will be based on the WB-67 truck template. Pursuant to discussions with County staff, the southerly driveway to the Project on Tobacco Road will evaluate a shared driveway with the southerly property.
- Evaluate sight distance at the Project driveways and the intersection of Tobacco Road & Placentia Avenue. The sight distance analysis will be provided under a separate cover.

If you have any questions or comments, I can be reached at cso@urbanxroads.com.

ATTACHMENT A: SCOPING FORM

EXHIBIT B

SCOPING AGREEMENT FOR TRAFFIC IMPACT STUDY

This letter acknowledges the Riverside County Transportation Department requirements for traffic impact analysis of the following project. The analysis must follow the Riverside County Transportation Department Traffic Study Guidelines dated December 2020.

Case No. PPT230048, PDA8407, OAPL2300972
Related Cases-
SP No.
EIR No.
GPA No.
CZ No.
Project Name: Thrifty Oil Warehouse
Project Address: southeast corner of Tobacco and Placentia (APN 317-260-017 & 317-260-018) - 23641 Placentia
Project Description: 186.695 square foot warehouse

	Consultant	Developer Representative
Name:	Urban Crossroads Inc. - Charlene So	Lilburn Corporation - Cheryl Tubbs
Address:	1133 Camelback Street, #8329	1905 Business Center Drive
	Newport Beach, CA 92658	San Bernardino, CA 92408
Telephone:	(949) 861-0177	
E-mail:	cso@urbanxroads.com	

A. Trip Generation Source: ITE, Trip Generation Manual, 11th Edition (2021)

Current GP Land Use	BP		Proposed Land Use	BP	
Current Zoning	I-P (Mead Valley)		Proposed Zoning	I-P (Mead Valley)	

	Current Trip Generation			Proposed Trip Generation			
	In	Out	Total	In	Out	Total	
AM Trips				**28**	**10**	**38**	(PCE)
PM Trips				**14**	**29**	**43**	(PCE)

Internal Trip Allowance ☐ Yes ■ No (0 % Trip Discount)
Pass-By Trip Allowance ☐ Yes ■ No (0 % Trip Discount)

A passby trip discount of 25% is allowed for appropriate land uses. The passby trips at adjacent study area intersections and project driveways shall be indicated on a report figure.

B. Trip Geographic Distribution:

N **N/A** % S **N/A** % E **N/A** % W **N/A** %

C. Background Traffic

Project Build-out Year: 2026 Annual Ambient Growth Rate: 2 %
Phase Year(s) N/A

Other area Projects to be analyzed: N/A
Model/Forecast Methodology: N/A

URBAN CROSSROADS

D. Study Intersections: *(NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments form other agencies).* (See Exhibit 2)

1.	Tobacco Rd. & Placentia Av.	11.	
2.	Tobacco Rd. & Driveway 1	12.	
3.	Tobacco Rd. & Driveway 2	13.	
4.	Driveway 3 & Placentia Av.	14.	
5.		15.	
6.		16.	
7.		17.	
8.		18.	
9.		19.	
10.		20.	

E. Study Roadway Segments: *(NOTE: Subject to revision after other projects, trip generation and distribution are determined, or comments form other agencies).*

1.	Not applicable	2.	

F. Other Jurisdictional Impacts

Is this project within a City's Sphere of influence or one mile radius of City boundaries? ■ Yes ☐ No

If so, name of City jurisdiction: Caltrans - I-215 Freeway; City of Perris

G. Site Plan (please attach reduced copy)

H. Specific issues to be addressed in the Study (in addition to the standard analysis described in the Guideline) (To be filled out by Transportation Department)
(NOTE: If the traffic study states that "a traffic signal is warranted" (or "a traffic signal appears to be warranted", or similar statement) at an existing unsignalized intersection under existing conditions, 8-hour approach traffic volume information must be submitted in addition to the peak hourly turning movement counts for that intersection.

I. Existing Conditions
Traffic count data must be new or recent. Provide traffic count dates if using other than new counts.
Date of counts: Thursday, January 11, 2024

***NOTE* Traffic Study Submittal Form and appropriate fee must be submitted with, or prior to submittal of this form. Transportation Department staff will not process the Scoping Agreement prior to receipt of the fee.**

Recommended by:

Charlene So — 12/20/2023

Consultant's Representative — Date

Approved Scoping Agreement:

Eva Cavarrubias — 1/31/2024

Riverside County Transportation Department — Date

Scoping Agreement Revised on 1/24/2024

URBAN CROSSROADS

ATTACHMENT B: EXISTING TRAFFIC COUNTS AND VOLUME DEVELOPMENT

Volume Development - AM Peak Hour

1: Tobacco Rd. & Placentia Av.

PHF: 0.817 Count Date: 1/11/2024

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2024:	3	0	0	1	0	0	0	31	5	3	41	1	85
2-Axle:	0	0	0	0	0	0	0	0	2	1	2	0	5
3-Axle:	0	0	0	0	0	0	0	0	0	0	0	0	0
4+-Axle:	0	0	0	0	0	0	0	2	0	0	1	0	3
Total Trucks:	0	0	0	0	0	0	0	2	2	1	3	0	8
Truck %:	0%	0%	0%	0%	0%	0%	0%	6%	40%	33%	7%	0%	
2024 PCE:	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**35**	**6**	**4**	**44**	**1**	**94**
RTOR													
Peds:													
Bikes:													
2024 ADT:		91			8			762			991		
2024 Pk-Daily:		12%			25%			11%			8%		
Project (Actual):	3	0	3	0	0	0	0	0	11	9	0	0	26
Project (PCE):	3	0	4	0	0	0	0	0	11	12	0	0	30
Project ADT:		244			0			104			140		
Other (Actual):	1	0	4	8	0	0	0	4	2	13	12	26	70
Other (PCE):	1	0	6	8	0	0	0	5	2	16	17	26	81
Other ADT:		212			572			300			1,040		
EAP 2026 (Actual):	7	0	7	9	0	0	0	36	18	25	55	27	184
EAP 2026 (PCE):	7	0	10	9	0	0	0	41	19	32	63	27	208
EAP 2026 ADT:		551			580			1,197			2,211		

2: Tobacco Rd. & Driveway 1

PHF: 0.920 Count Date:

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2024:		3			8								11
2-Axle:		0			3								3
3-Axle:		0			0								0
4+-Axle:		0			0								0
Total Trucks:	0	0	0	0	3	0	0	0	0	0	0	0	3
Truck %:	0%	0%	0%	0%	38%	0%	0%	0%	0%	0%	0%	0%	
2024 PCE:	**0**	**3**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**
RTOR													
Peds:													
Bikes:													
2024 ADT:		118			118			0			0		
2024 Pk-Daily:		9%			9%			0%			0%		
Project (Actual):	0	3	0	12	8	0	0	0	0	0	0	3	26
Project (PCE):	0	4	0	12	11	0	0	0	0	0	0	3	30
Project ADT:		130			244			0			114		
Other (Actual):	0	5	0	0	16	0	0	0	0	0	0	0	21
Other (PCE):	0	6	0	0	19	0	0	0	0	0	0	0	25
Other ADT:		212			212			0			0		
EAP 2026 (Actual):	0	11	0	12	32	0	0	0	0	0	0	3	58
EAP 2026 (PCE):	0	13	0	12	40	0	0	0	0	0	0	3	68
EAP 2026 ADT:		465			579			0			114		

Volume Development - AM Peak Hour

3: Tobacco Rd. & Driveway 2

PHF: 0.920 Count Date:

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2024:		3			8								11
2-Axle:		0			3								3
3-Axle:		0			0								0
4+-Axle:		0			0								0
Total Trucks:	0	0	0	0	3	0	0	0	0	0	0	0	3
Truck %:	0%	0%	0%	0%	38%	0%	0%	0%	0%	0%	0%	0%	
2024 PCE:	**0**	**3**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**
RTOR													
Peds:													
Bikes:													
2024 ADT:		118			118			0			0		
2024 Pk-Daily:		9%			9%			0%			0%		
Project (Actual):	0	0	0	8	0	0	0	0	0	0	0	3	11
Project (PCE):	0	0	0	11	0	0	0	0	0	0	0	4	15
Project ADT:		0			130			0			130		
Other (Actual):	0	2	0	6	9	0	0	0	0	0	0	2	19
Other (PCE):	0	2	0	9	9	0	0	0	0	0	0	4	24
Other ADT:		86			210			0			124		
EAP 2026 (Actual):	0	5	0	14	17	0	0	0	0	0	0	5	41
EAP 2026 (PCE):	0	5	0	20	19	0	0	0	0	0	0	8	52
EAP 2026 ADT:		209			463			0			254		

4: Driveway 3 & Placentia Av.

PHF: 0.920 Count Date:

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2024:								32			45		77
2-Axle:								0			3		3
3-Axle:								0			0		0
4+-Axle:								2			1		3
Total Trucks:	0	0	0	0	0	0	0	2	0	0	4	0	6
Truck %:	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%	9%	0%	
2024 PCE:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**36**	**0**	**0**	**49**	**0**	**85**
RTOR													
Peds:													
Bikes:													
2024 ADT:		0			0			699			699		
2024 Pk-Daily:		0%			0%			11%			11%		
Project (Actual):	0	0	1	0	0	0	0	3	0	3	9	0	16
Project (PCE):	0	0	3	0	0	0	0	4	0	5	12	0	24
Project ADT:		78			0			140			218		
Other (Actual):	0	0	0	21	0	0	0	22	0	0	75	24	142
Other (PCE):	0	0	0	36	0	0	0	30	0	0	96	37	199
Other ADT:		0			732			1,610			2,342		
EAP 2026 (Actual):	0	0	1	21	0	0	0	58	0	3	131	24	238
EAP 2026 (PCE):	0	0	3	36	0	0	0	71	0	5	158	37	311
EAP 2026 ADT:		78			732			2,477			3,287		

Volume Development - PM Peak Hour

1: Tobacco Rd. & Placentia Av.

		PHF:	0.902							Count Date:	1/11/2024		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2024:	5	0	2	1	0	0	0	45	7	1	40	0	101
2-Axle:	0	0	0	0	0	0	0	2	0	0	1	0	3
3-Axle:	0	0	0	0	0	0	0	0	0	0	0	0	0
4+-Axle:	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Trucks:	0	0	0	0	0	0	0	2	0	0	1	0	3
Truck %:	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	3%	0%	
2024 PCE:	**5**	**0**	**2**	**1**	**0**	**0**	**0**	**46**	**7**	**1**	**41**	**0**	**103**
RTOR													
Peds:													
Bikes:													
2024 ADT:		91			8			762			991		
2024 Pk-Daily:		16%			13%			13%			9%		
Project (Actual):	11	0	10	0	0	0	0	0	3	4	0	0	28
Project (PCE):	11	0	12	0	0	0	0	0	3	6	0	0	32
Project ADT:		244			0			104			140		
Other (Actual):	2	0	14	34	0	0	0	15	1	6	6	13	91
Other (PCE):	2	0	16	34	0	0	0	20	1	9	7	13	102
Other ADT:		212			572			300			1,040		
EAP 2026 (Actual):	18	0	26	35	0	0	0	62	11	11	48	13	224
EAP 2026 (PCE):	18	0	30	35	0	0	0	68	11	16	49	13	241
EAP 2026 ADT:		551			580			1,197			2,211		

2: Tobacco Rd. & Driveway 1

		PHF:	0.920							Count Date:			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2024:		7			8								15
2-Axle:		0			0								0
3-Axle:		0			0								0
4+-Axle:		0			0								0
Total Trucks:	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck %:	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
2024 PCE:	**0**	**7**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**
RTOR													
Peds:													
Bikes:													
2024 ADT:		118			118			0			0		
2024 Pk-Daily:		13%			13%			0%			0%		
Project (Actual):	0	9	0	3	4	0	0	0	0	0	0	12	28
Project (PCE):	0	11	0	3	6	0	0	0	0	0	0	12	32
Project ADT:		130			244			0			114		
Other (Actual):	0	16	0	0	7	0	0	0	0	0	0	0	23
Other (PCE):	0	19	0	0	9	0	0	0	0	0	0	0	28
Other ADT:		212			212			0			0		
EAP 2026 (Actual):	0	32	0	3	19	0	0	0	0	0	0	12	67
EAP 2026 (PCE):	0	37	0	3	23	0	0	0	0	0	0	12	76
EAP 2026 ADT:		465			579			0			114		

Volume Development - PM Peak Hour

3: Tobacco Rd. & Driveway 2

		PHF:	0.920						Count Date:				
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2024:		7			8								15
2-Axle:		0			0								0
3-Axle:		0			0								0
4+-Axle:		0			0								0
Total Trucks:	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck %:	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
2024 PCE:	**0**	**7**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**
RTOR													
Peds:													
Bikes:													
2024 ADT:		118			118			0			0		
2024 Pk-Daily:		13%			13%			0%			0%		
Project (Actual):	0	0	0	4	0	0	0	0	0	0	0	9	13
Project (PCE):	0	0	0	6	0	0	0	0	0	0	0	11	17
Project ADT:		0			130			0			130		
Other (Actual):	0	9	0	4	3	0	0	0	0	0	0	7	23
Other (PCE):	0	9	0	7	3	0	0	0	0	0	0	10	29
Other ADT:		86			210			0			124		
EAP 2026 (Actual):	0	16	0	8	11	0	0	0	0	0	0	16	52
EAP 2026 (PCE):	0	16	0	13	11	0	0	0	0	0	0	21	62
EAP 2026 ADT:		209			463			0			254		

4: Driveway 3 & Placentia Av.

		PHF:	0.920						Count Date:				
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2024:								48			41		89
2-Axle:								2			1		3
3-Axle:								0			0		0
4+-Axle:								0			0		0
Total Trucks:	0	0	0	0	0	0	0	2	0	0	1	0	3
Truck %:	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	2%	0%	
2024 PCE:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**49**	**0**	**0**	**42**	**0**	**91**
RTOR													
Peds:													
Bikes:													
2024 ADT:		0			0			699			699		
2024 Pk-Daily:		0%			0%			13%			13%		
Project (Actual):	0	0	4	0	0	0	0	10	0	3	4	0	21
Project (PCE):	0	0	6	0	0	0	0	12	0	5	6	0	29
Project ADT:		78			0			140			218		
Other (Actual):	0	0	0	29	0	0	0	93	0	0	36	23	181
Other (PCE):	0	0	0	46	0	0	0	112	0	0	45	39	242
Other ADT:		0			732			1,610			2,342		
EAP 2026 (Actual):	0	0	4	29	0	0	0	153	0	3	83	23	295
EAP 2026 (PCE):	0	0	6	46	0	0	0	175	0	5	94	39	365
EAP 2026 ADT:		78			732			2,477			3,287		

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Thu, Jan 11, 24

LOCATION: Perris
NORTH & SOUTH: Tobacco Rd
EAST & WEST: Placentia Ave

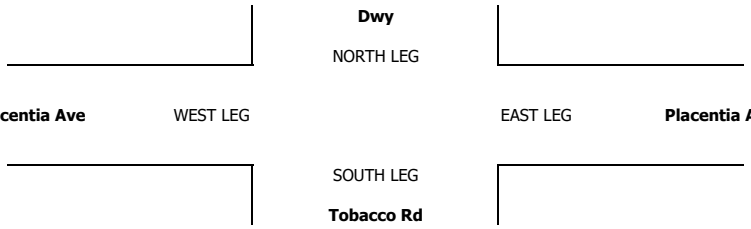
PROJECT #: SC4391
LOCATION #: 1
CONTROL: STOP N

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N
◄ W
E ►
S ▼

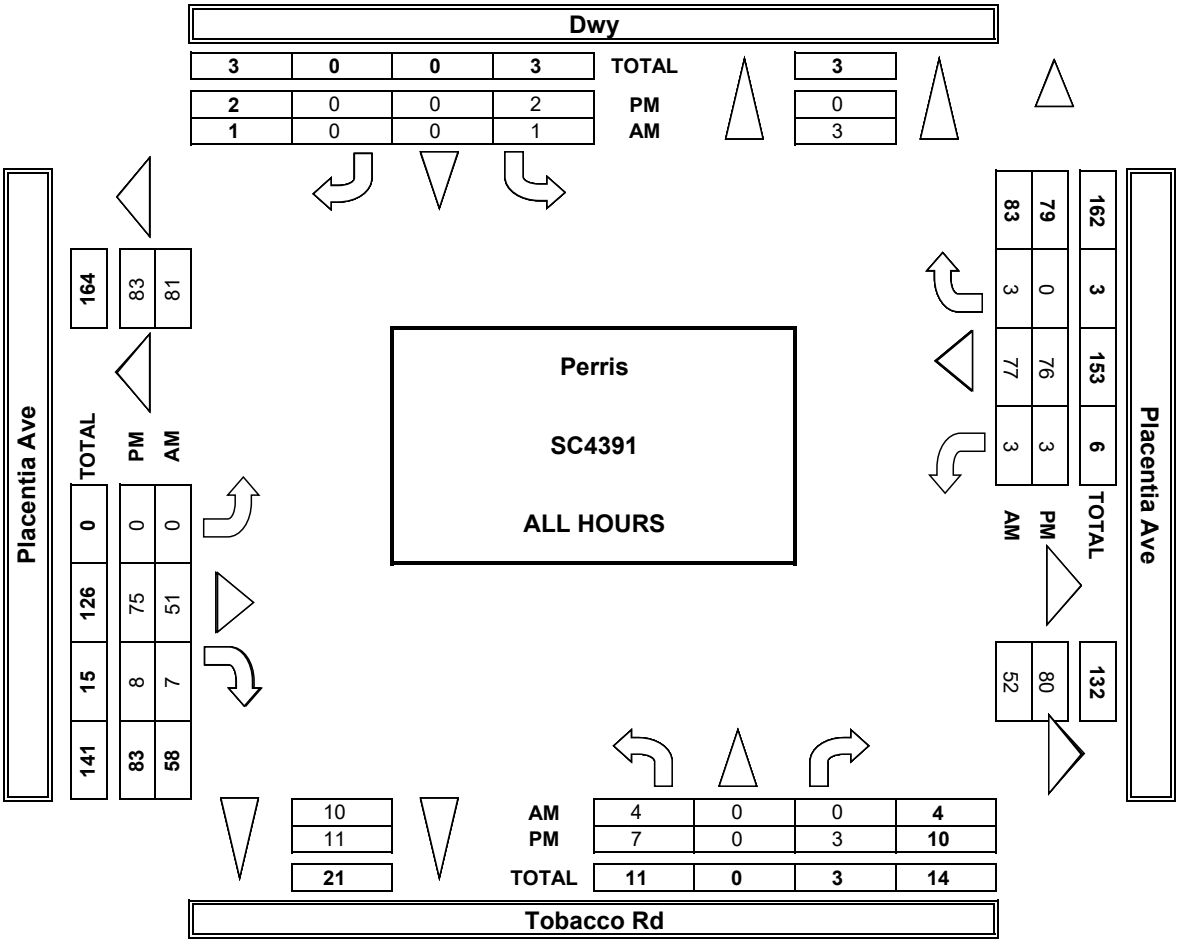
		NORTHBOUND (Tobacco Rd)			SOUTHBOUND (Dwy)			EASTBOUND (Placentia Ave)			WESTBOUND (Placentia Ave)				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 2	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	0	0	0	0	0	0	6	1	0	12	2	21	0	0	0	0	0
	7:15 AM	1	0	0	0	0	0	0	6	0	0	10	0	17	0	0	0	0	0
	7:30 AM	0	0	0	1	0	0	0	8	2	3	6	1	21	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	13	3	0	10	0	26	0	0	0	0	0
	8:00 AM	2	0	0	0	0	0	0	4	0	0	15	0	21	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	6	1	0	9	0	16	0	0	0	0	0
	8:30 AM	1	0	0	0	0	0	0	5	0	0	10	0	16	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	3	0	0	5	0	8	0	0	0	0	0
	VOLUMES	4	0	0	1	0	0	0	51	7	3	77	3	146	0	0	0	0	0
	APPROACH %	100%	0%	0%	100%	0%	0%	0%	88%	12%	4%	93%	4%						
	APP/DEPART	4	/	3	1	/	10	58	/	52	83	/	81	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	3	0	0	1	0	0	0	31	5	3	41	1	85					
	APPROACH %	100%	0%	0%	100%	0%	0%	0%	86%	14%	7%	91%	2%						
	PEAK HR FACTOR		0.375			0.250			0.563			0.750		0.817					
	APP/DEPART	3	/	1	1	/	8	36	/	32	45	/	44	0					
PM	4:00 PM	0	0	0	0	0	0	0	11	1	2	11	0	25	0	0	0	0	0
	4:15 PM	1	0	1	1	0	0	0	7	0	0	11	0	21	0	0	0	0	0
	4:30 PM	2	0	1	1	0	0	0	10	1	0	12	0	27	0	0	0	0	0
	4:45 PM	0	0	1	0	0	0	0	12	4	1	10	0	28	0	0	0	0	0
	5:00 PM	2	0	0	0	0	0	0	11	1	0	8	0	22	0	0	0	0	0
	5:15 PM	1	0	0	0	0	0	0	12	1	0	10	0	24	0	0	0	0	0
	5:30 PM	1	0	0	0	0	0	0	6	0	0	7	0	14	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	6	0	0	7	0	13	0	0	0	0	0
	VOLUMES	7	0	3	2	0	0	0	75	8	3	76	0	174	0	0	0	0	0
	APPROACH %	70%	0%	30%	100%	0%	0%	0%	90%	10%	4%	96%	0%						
	APP/DEPART	10	/	0	2	/	11	83	/	80	79	/	83	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	5	0	2	1	0	0	0	45	7	1	40	0	101					
	APPROACH %	71%	0%	29%	100%	0%	0%	0%	87%	13%	2%	98%	0%						
	PEAK HR FACTOR		0.583			0.250			0.813			0.788		0.902					
	APP/DEPART	7	/	0	1	/	8	52	/	48	41	/	45	0					

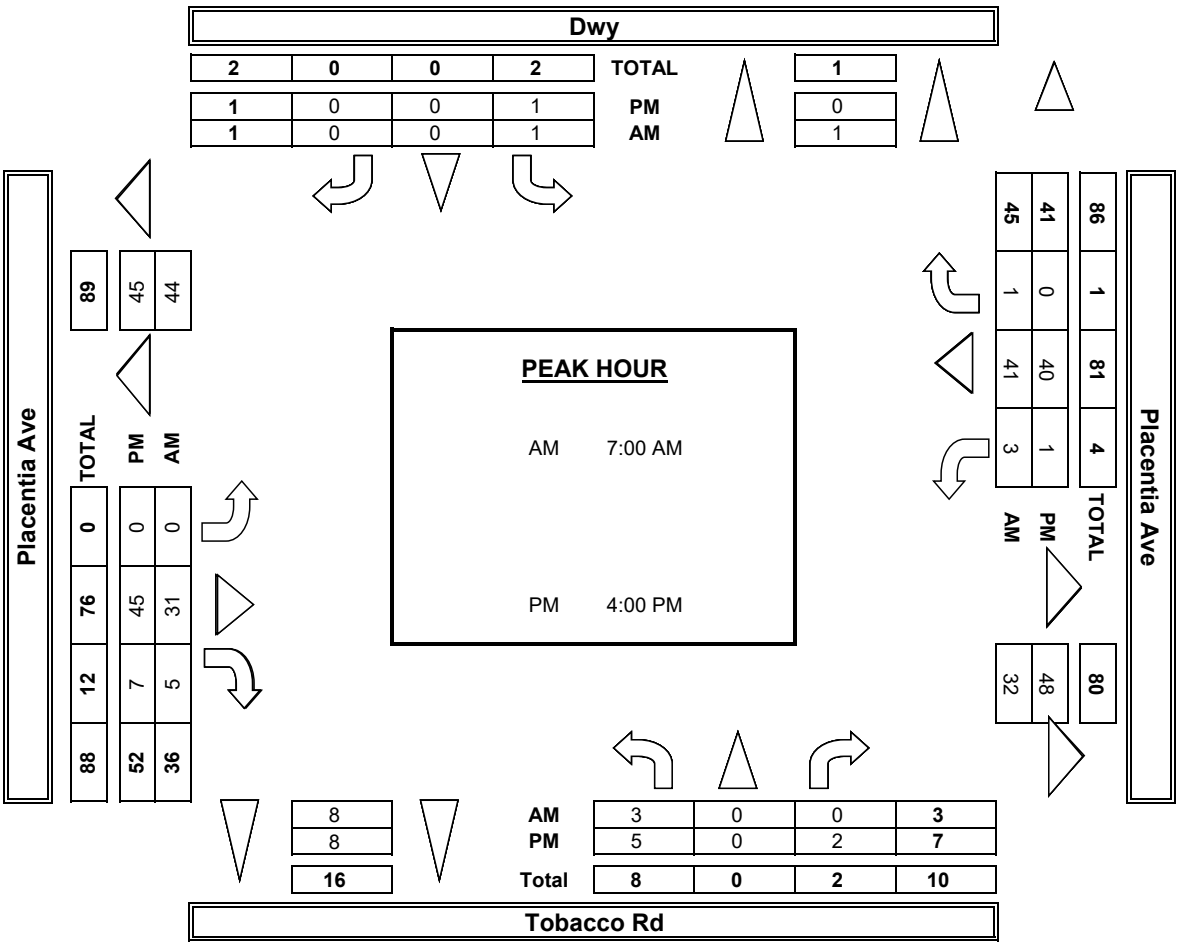


		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		N LEG	S LEG	E LEG	W LEG	TOTAL	N LEG	S LEG	E LEG	W LEG	TOTAL	NL	SL	EL	WL	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

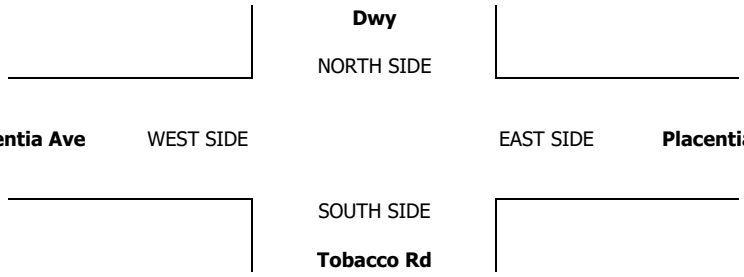
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Perris	PROJECT #:	SC4391
1/11/24	NORTH & SOUTH:	Tobacco Rd	LOCATION #:	1
THURSDAY	EAST & WEST:	Placentia Ave	CONTROL:	STOP N

CLASS 2:	NOTES:
2-AXLE WORK VEHICLES/ TRUCKS	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND Tobacco Rd			SOUTHBOUND Dwy			EASTBOUND Placentia Ave			WESTBOUND Placentia Ave				U-TURNS				
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	2	1	2	0	5	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	100%	33%	67%	0%						
APP/DEPART	0	/	0	0	/	3	2	/	0	3	/	2	0					
BEGIN PEAK HR		7:00 AM																
VOLUMES	0	0	0	0	0	0	0	0	2	1	2	0	5					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	100%	33%	67%	0%						
PEAK HR FACTOR		0.000			0.000			0.500			0.750		0.625					
APP/DEPART	0	/	0	0	/	3	2	/	0	3	/	2	0					
PM																		
4:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	8	0	0	5	0	13	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
APP/DEPART	0	/	0	0	/	0	8	/	8	5	/	5	0					
BEGIN PEAK HR		4:00 PM																
VOLUMES	0	0	0	0	0	0	0	2	0	0	1	0	3					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
PEAK HR FACTOR		0.000			0.000			0.500			0.250		0.375					
APP/DEPART	0	/	0	0	/	0	2	/	2	1	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

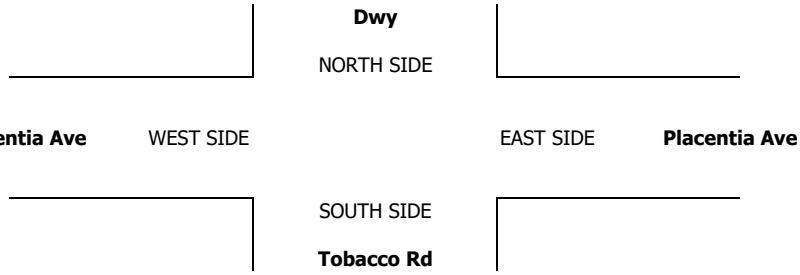
DATE:	LOCATION:	Perris	PROJECT #:	SC4391
1/11/24	NORTH & SOUTH:	Tobacco Rd	LOCATION #:	1
THURSDAY	EAST & WEST:	Placentia Ave	CONTROL:	STOP N

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND (Tobacco Rd)			SOUTHBOUND (Dwy)			EASTBOUND (Placentia Ave)			WESTBOUND (Placentia Ave)				U-TURNS				
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%						
APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0	0					
BEGIN PEAK HR		7:00 AM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM																		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%						
APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0	0					
BEGIN PEAK HR		4:00 PM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

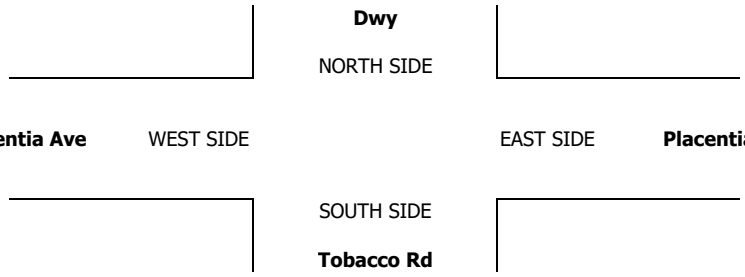
DATE:	LOCATION:	Perris	PROJECT #:	SC4391
1/11/24	NORTH & SOUTH:	Tobacco Rd	LOCATION #:	1
THURSDAY	EAST & WEST:	Placentia Ave	CONTROL:	STOP N

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND (Tobacco Rd)			SOUTHBOUND (Dwy)			EASTBOUND (Placentia Ave)			WESTBOUND (Placentia Ave)				U-TURNS				
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
APP/DEPART	0	/	0	0	/	0	2	/	2	1	/	1	0					
BEGIN PEAK HR		7:00 AM																
VOLUMES	0	0	0	0	0	0	0	2	0	0	1	0	3					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
PEAK HR FACTOR		0.000			0.000			0.250			0.250		0.375					
APP/DEPART	0	/	0	0	/	0	2	/	2	1	/	1	0					
PM																		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%						
APP/DEPART	0	/	0	0	/	0	1	/	1	0	/	0	0					
BEGIN PEAK HR		4:00 PM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



A102423

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, January 11, 2024 **CITY:** Perris

JOB #: SC4391 **LOCATION:** CLASS2 Tobacco Rd south of Placentia Ave

AM TIME	COMBINED 1	2	3	4	5	6	TOTAL	PM Time	COMBINED 1	2	3	4	5	6	TOTAL
0:00	0	0	0	0	0	0	0	12:00	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0	12:15	2	0	0	0	0	0	2
0:30	0	0	0	0	0	0	0	12:30	2	0	0	0	0	0	2
0:45	0	0	0	0	0	0	0	12:45	0	0	0	1	0	0	1
1:00	0	0	0	0	0	0	0	13:00	1	1	0	0	0	0	2
1:15	0	0	0	0	0	0	0	13:15	0	1	0	0	0	0	1
1:30	0	0	0	0	0	0	0	13:30	2	0	0	0	0	0	2
1:45	0	0	0	0	0	0	0	13:45	1	0	0	0	0	0	1
2:00	0	0	0	0	0	0	0	14:00	2	0	0	0	0	0	2
2:15	0	0	0	0	0	0	0	14:15	1	0	0	0	0	0	1
2:30	0	0	0	0	0	0	0	14:30	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	14:45	1	0	0	0	0	0	1
3:00	0	0	0	0	0	0	0	15:00	1	0	0	0	0	0	1
3:15	0	0	0	0	0	0	0	15:15	1	0	0	0	0	1	2
3:30	0	0	0	0	0	0	0	15:30	3	0	0	0	0	0	3
3:45	0	0	0	0	0	0	0	15:45	3	0	0	0	0	0	3
4:00	0	0	0	0	0	0	0	16:00	3	0	0	0	0	0	3
4:15	0	0	0	0	0	0	0	16:15	2	0	0	0	0	0	2
4:30	0	0	0	0	0	0	0	16:30	4	0	0	0	0	0	4
4:45	2	0	0	0	0	0	2	16:45	6	0	0	0	0	0	6
5:00	1	0	0	0	0	0	1	17:00	3	0	0	0	0	0	3
5:15	0	0	0	0	0	0	0	17:15	2	0	0	0	0	0	2
5:30	1	0	0	0	0	0	1	17:30	1	0	0	0	0	0	1
5:45	2	0	0	0	0	0	2	17:45	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	18:00	0	0	0	0	0	0	0
6:15	1	0	0	0	0	0	1	18:15	1	1	0	0	0	0	2
6:30	2	0	0	0	0	0	2	18:30	1	0	0	0	0	0	1
6:45	1	0	0	0	0	0	1	18:45	2	0	0	0	0	0	2
7:00	1	0	0	0	0	0	1	19:00	0	0	0	0	0	0	0
7:15	1	0	0	0	0	0	1	19:15	0	0	0	0	0	0	0
7:30	3	2	0	0	0	0	5	19:30	0	0	0	0	0	0	0
7:45	1	1	0	0	0	1	3	19:45	1	0	0	0	0	0	1
8:00	2	0	0	0	0	0	2	20:00	0	0	0	0	0	0	0
8:15	1	0	0	0	0	0	1	20:15	0	0	0	0	0	0	0
8:30	1	0	0	0	0	0	1	20:30	1	0	0	0	0	0	1
8:45	0	0	0	0	0	0	0	20:45	0	0	0	0	0	0	0
9:00	1	0	0	0	0	0	1	21:00	0	0	0	0	0	0	0
9:15	1	2	0	0	0	0	3	21:15	0	0	0	0	0	0	0
9:30	2	0	0	0	0	0	2	21:30	0	0	0	0	0	0	0
9:45	1	0	0	0	0	0	1	21:45	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0
10:15	1	0	0	0	0	0	1	22:15	0	0	0	0	0	0	0
10:30	2	0	0	0	0	0	2	22:30	2	0	0	0	0	0	2
10:45	1	0	0	0	0	0	1	22:45	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	23:00	1	0	0	0	0	0	1
11:15	0	0	0	0	0	0	0	23:15	0	0	0	0	0	0	0
11:30	1	0	0	0	0	0	1	23:30	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	23:45	0	0	0	0	0	0	0
TOTAL	30	5	0	0	0	1	36	TOTAL	50	3	0	1	0	1	55

AM PEAK HOUR	7:30 AM
AM PEAK VOLUME	11

AM PEAK HOUR	4:30 PM
AM PEAK VOLUME	15

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	Buses

	1	2	3	4	5	6	TOTAL
TOTAL: AM+PM	80	8	0	1	0	2	91
% OF TOTAL	87.9%	8.8%	0.0%	1.1%	0.0%	2.2%	100.0%

A102423

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: Thursday, January 11, 2024 **CITY:** Perris

JOB #: SC4391 **LOCATION:** CLASS1 Placentia Ave east of Tobacco Rd

AM TIME	COMBINED 1	2	3	4	5	6	TOTAL
0:00	1	0	0	0	0	0	1
0:15	3	0	0	0	0	0	3
0:30	0	0	0	0	0	0	0
0:45	1	0	0	0	0	0	1
1:00	0	0	0	0	0	0	0
1:15	1	0	0	0	0	0	1
1:30	0	0	0	0	0	0	0
1:45	4	0	0	0	0	0	4
2:00	2	0	0	2	0	0	4
2:15	0	0	0	0	0	0	0
2:30	1	0	0	0	0	0	1
2:45	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0
3:30	2	0	0	0	0	0	2
3:45	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0
4:15	1	0	0	0	0	0	1
4:30	5	0	0	0	0	0	5
4:45	2	1	0	0	0	0	3
5:00	8	0	0	0	0	0	8
5:15	2	0	0	0	0	0	2
5:30	3	0	0	1	0	0	4
5:45	11	0	0	2	0	0	13
6:00	7	0	0	0	0	0	7
6:15	6	1	0	0	0	0	7
6:30	7	0	0	0	0	0	7
6:45	12	3	0	0	0	1	16
7:00	17	1	0	2	0	0	20
7:15	16	0	0	0	0	0	16
7:30	18	1	0	0	0	0	19
7:45	21	1	0	1	0	0	23
8:00	19	0	0	0	0	0	19
8:15	15	0	0	0	0	0	15
8:30	14	0	1	0	0	0	15
8:45	8	0	0	0	0	0	8
9:00	12	3	0	0	0	0	15
9:15	13	1	0	0	0	0	14
9:30	7	0	0	0	0	0	7
9:45	10	1	0	0	0	0	11
10:00	7	1	0	0	0	0	8
10:15	9	1	0	0	0	0	10
10:30	17	1	0	0	0	0	18
10:45	6	1	0	0	0	0	7
11:00	15	1	0	1	0	0	17
11:15	10	0	0	0	0	0	10
11:30	12	1	0	0	0	0	13
11:45	12	1	0	0	0	0	13
TOTAL	337	20	1	9	0	1	368

AM PEAK HOUR	7:00 AM
AM PEAK VOLUME	78

PM Time	COMBINED 1	2	3	4	5	6	TOTAL
12:00	19	0	0	0	0	0	19
12:15	13	0	0	0	0	0	13
12:30	11	0	0	0	0	0	11
12:45	13	2	0	1	0	0	16
13:00	11	0	0	0	0	0	11
13:15	13	0	0	0	0	0	13
13:30	12	1	0	0	0	0	13
13:45	21	0	0	0	0	0	21
14:00	19	1	0	0	0	0	20
14:15	26	0	1	1	0	0	28
14:30	19	0	0	0	0	0	19
14:45	21	2	0	0	0	0	23
15:00	25	0	0	0	0	0	25
15:15	22	0	0	0	0	0	22
15:30	24	0	0	0	0	0	24
15:45	23	1	0	0	0	0	24
16:00	22	2	0	0	0	0	24
16:15	19	0	0	0	0	1	20
16:30	23	1	0	0	0	0	24
16:45	24	0	0	0	0	0	24
17:00	16	2	1	0	0	0	19
17:15	20	2	0	0	0	0	22
17:30	9	3	0	1	0	0	13
17:45	10	3	0	0	0	0	13
18:00	12	0	0	1	0	0	13
18:15	11	2	0	0	0	0	13
18:30	15	1	1	1	0	0	18
18:45	13	0	0	2	0	0	15
19:00	7	1	0	0	0	0	8
19:15	7	0	0	1	0	0	8
19:30	8	3	0	0	0	0	11
19:45	10	0	0	2	0	0	12
20:00	5	0	0	0	0	0	5
20:15	5	1	0	0	0	0	6
20:30	8	0	0	0	0	0	8
20:45	10	0	0	0	0	0	10
21:00	3	0	0	0	0	0	3
21:15	2	0	0	0	0	0	2
21:30	8	0	0	0	0	0	8
21:45	4	1	0	0	0	0	5
22:00	3	0	0	0	0	0	3
22:15	4	0	0	0	0	0	4
22:30	2	0	0	0	0	0	2
22:45	1	0	0	0	0	0	1
23:00	3	0	0	0	0	0	3
23:15	2	0	0	0	0	0	2
23:30	2	0	0	0	0	0	2
23:45	0	0	0	0	0	0	0
TOTAL	580	29	3	10	0	1	623

AM PEAK HOUR	3:00 PM
AM PEAK VOLUME	95

TOTAL: AM+PM		917	49	4	19	0	2	991
% OF TOTAL		92.5%	4.9%	0.4%	1.9%	0.0%	0.2%	100.0%

CLASS 1	PASSENGER VEHICLES
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4 OR MORE AXLE TRUCKS
CLASS 5	RV
CLASS 6	Buses

ATTACHMENT C: EXISTING (2024) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	35	6	4	44	1	3	0	0	1	0	0
Future Vol, veh/h	0	35	6	4	44	1	3	0	0	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	43	7	5	54	1	4	0	0	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	55	0	0	50	0	0	83	111	46	107	114	27
Stage 1	-	-	-	-	-	-	46	46	-	64	64	-
Stage 2	-	-	-	-	-	-	37	65	-	43	50	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.3	6.5	6.2	7.3	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1563	-	-	1570	-	-	905	783	1029	872	780	1048
Stage 1	-	-	-	-	-	-	972	860	-	945	846	-
Stage 2	-	-	-	-	-	-	980	845	-	977	857	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1563	-	-	1570	-	-	902	780	1029	869	777	1048
Mov Cap-2 Maneuver	-	-	-	-	-	-	902	780	-	869	777	-
Stage 1	-	-	-	-	-	-	972	860	-	942	843	-
Stage 2	-	-	-	-	-	-	977	842	-	977	857	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.61	9.01	9.15
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	902	1563	-	-	285	-	-	869
HCM Lane V/C Ratio	0.004	-	-	-	0.003	-	-	0.001
HCM Control Delay (s/veh)	9	0	-	-	7.3	0	-	9.1
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	46	0	1	41	0	5	0	2	1	0	0
Future Vol, veh/h	0	46	0	1	41	0	5	0	2	1	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	51	0	1	46	0	6	0	2	1	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	46	0	0	51	0	0	76	99	51	99	99	23
Stage 1	-	-	-	-	-	-	51	51	-	48	48	-
Stage 2	-	-	-	-	-	-	25	48	-	51	51	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.3	6.5	6.2	7.3	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1575	-	-	1568	-	-	914	795	1023	883	795	1055
Stage 1	-	-	-	-	-	-	967	856	-	966	859	-
Stage 2	-	-	-	-	-	-	995	859	-	967	856	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1575	-	-	1568	-	-	914	794	1023	880	794	1055
Mov Cap-2 Maneuver	-	-	-	-	-	-	914	794	-	880	794	-
Stage 1	-	-	-	-	-	-	967	856	-	965	858	-
Stage 2	-	-	-	-	-	-	994	858	-	965	856	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.18	8.85	9.09
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	942	1575	-	-	86	-	-	880
HCM Lane V/C Ratio	0.008	-	-	-	0.001	-	-	0.001
HCM Control Delay (s/veh)	8.9	0	-	-	7.3	0	-	9.1
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

ATTACHMENT D: EAP (2026) CONDITIONS INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	41	19	32	63	27	7	0	10	9	0	0
Future Vol, veh/h	0	41	19	32	63	27	7	0	10	9	0	0
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	50	23	39	77	33	9	0	12	11	0	0
Number of Lanes	0	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay, s/veh	7.4	7.9	7.2	7.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	41%	0%	100%	0%	100%
Vol Thru, %	0%	68%	0%	70%	0%
Vol Right, %	59%	32%	0%	30%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	17	60	32	90	9
LT Vol	7	0	32	0	9
Through Vol	0	41	0	63	0
RT Vol	10	19	0	27	0
Lane Flow Rate	21	73	39	110	11
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.024	0.081	0.055	0.134	0.014
Departure Headway (Hd)	4.141	3.973	5.092	4.381	4.622
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	870	893	704	818	779
Service Time	2.141	2.036	2.821	2.11	2.623
HCM Lane V/C Ratio	0.024	0.082	0.055	0.134	0.014
HCM Control Delay, s/veh	7.2	7.4	8.1	7.8	7.7
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.1	0.3	0.2	0.5	0

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	3	13	0	12	40
Future Vol, veh/h	0	3	13	0	12	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	3	14	0	13	43

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	84	14	0	0	14	0
Stage 1	14	-	-	-	-	-
Stage 2	70	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	923	1072	-	-	1617	-
Stage 1	1014	-	-	-	-	-
Stage 2	958	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	915	1072	-	-	1617	-
Mov Cap-2 Maneuver	859	-	-	-	-	-
Stage 1	1014	-	-	-	-	-
Stage 2	950	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.37	0	1.67
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1072	415	-
HCM Lane V/C Ratio	-	-	0.003	0.008	-
HCM Control Delay (s/veh)	-	-	8.4	7.2	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	4.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	8	5	0	20	19
Future Vol, veh/h	0	8	5	0	20	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	9	5	0	22	21

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	70	5	0	0	5	0
Stage 1	5	-	-	-	-	-
Stage 2	64	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	940	1083	-	-	1629	-
Stage 1	1023	-	-	-	-	-
Stage 2	964	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	927	1083	-	-	1629	-
Mov Cap-2 Maneuver	864	-	-	-	-	-
Stage 1	1023	-	-	-	-	-
Stage 2	951	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.35	0	3.71
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1083	1629	-
HCM Lane V/C Ratio	-	-	0.008	0.013	-
HCM Control Delay (s/veh)	-	-	8.3	7.2	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	71	0	5	158	37	0	0	3	36	0	0
Future Vol, veh/h	0	71	0	5	158	37	0	0	3	36	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	77	0	5	172	40	0	0	3	39	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	212	0	0	77	0	0	260	300	39	241	280	192
Stage 1	-	-	-	-	-	-	77	77	-	203	203	-
Stage 2	-	-	-	-	-	-	183	223	-	39	77	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.3	6.5	6.9	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1370	-	-	1534	-	-	687	616	1031	707	632	855
Stage 1	-	-	-	-	-	-	929	835	-	804	737	-
Stage 2	-	-	-	-	-	-	824	723	-	977	835	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1370	-	-	1534	-	-	685	614	1031	703	630	855
Mov Cap-2 Maneuver	-	-	-	-	-	-	685	614	-	703	630	-
Stage 1	-	-	-	-	-	-	929	835	-	801	735	-
Stage 2	-	-	-	-	-	-	821	720	-	974	835	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.18	8.5	10.43
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1031	1370	-	-	1534	-	-	703
HCM Lane V/C Ratio	0.003	-	-	-	0.004	-	-	0.056
HCM Control Delay (s/veh)	8.5	0	-	-	7.4	-	-	10.4
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.2

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	68	11	16	49	13	18	0	30	35	0	0
Future Vol, veh/h	0	68	11	16	49	13	18	0	30	35	0	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	76	12	18	54	14	20	0	33	39	0	0
Number of Lanes	0	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay, s/veh	7.7	7.9	7.3	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	38%	0%	100%	0%	100%
Vol Thru, %	0%	86%	0%	79%	0%
Vol Right, %	63%	14%	0%	21%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	48	79	16	62	35
LT Vol	18	0	16	0	35
Through Vol	0	68	0	49	0
RT Vol	30	11	0	13	0
Lane Flow Rate	53	88	18	69	39
Geometry Grp	2	4a	5	5	2
Degree of Util (X)	0.06	0.101	0.026	0.087	0.049
Departure Headway (Hd)	4.047	4.142	5.208	4.56	4.558
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	890	853	682	779	790
Service Time	2.048	2.226	2.977	2.328	2.56
HCM Lane V/C Ratio	0.06	0.103	0.026	0.089	0.049
HCM Control Delay, s/veh	7.3	7.7	8.1	7.8	7.8
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.2	0.3	0.1	0.3	0.2

Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	12	37	0	3	23
Future Vol, veh/h	0	12	37	0	3	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	13	40	0	3	25

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	72	40	0	0	40	0
Stage 1	40	-	-	-	-	-
Stage 2	32	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	937	1037	-	-	1582	-
Stage 1	987	-	-	-	-	-
Stage 2	996	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	935	1037	-	-	1582	-
Mov Cap-2 Maneuver	879	-	-	-	-	-
Stage 1	987	-	-	-	-	-
Stage 2	994	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.52	0	0.84
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1037	208	-
HCM Lane V/C Ratio	-	-	0.013	0.002	-
HCM Control Delay (s/veh)	-	-	8.5	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	4.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	21	16	0	13	11
Future Vol, veh/h	0	21	16	0	13	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	23	17	0	14	12

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	58	17	0	0	17	0
Stage 1	17	-	-	-	-	-
Stage 2	40	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	955	1067	-	-	1613	-
Stage 1	1011	-	-	-	-	-
Stage 2	987	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	946	1067	-	-	1613	-
Mov Cap-2 Maneuver	883	-	-	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	979	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.45	0	3.93
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1067	1613	-
HCM Lane V/C Ratio	-	-	0.021	0.009	-
HCM Control Delay (s/veh)	-	-	8.4	7.3	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	175	0	5	94	39	0	0	6	46	0	0
Future Vol, veh/h	0	175	0	5	94	39	0	0	6	46	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	50	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	190	0	5	102	42	0	0	7	50	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	145	0	0	190	0	0	303	346	95	229	324	123
Stage 1	-	-	-	-	-	-	190	190	-	134	134	-
Stage 2	-	-	-	-	-	-	113	155	-	95	190	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.3	6.5	6.9	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1450	-	-	1396	-	-	642	581	949	721	597	933
Stage 1	-	-	-	-	-	-	799	747	-	874	789	-
Stage 2	-	-	-	-	-	-	897	773	-	907	747	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1450	-	-	1396	-	-	640	578	949	713	594	933
Mov Cap-2 Maneuver	-	-	-	-	-	-	640	578	-	713	594	-
Stage 1	-	-	-	-	-	-	799	747	-	871	786	-
Stage 2	-	-	-	-	-	-	893	770	-	901	747	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.27	8.82	10.43
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	949	1450	-	-	1396	-	-	713
HCM Lane V/C Ratio	0.007	-	-	-	0.004	-	-	0.07
HCM Control Delay (s/veh)	8.8	0	-	-	7.6	-	-	10.4
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.2

ATTACHMENT E: TRAFFIC SIGNAL WARRANT ANALYSIS WORKSHEETS

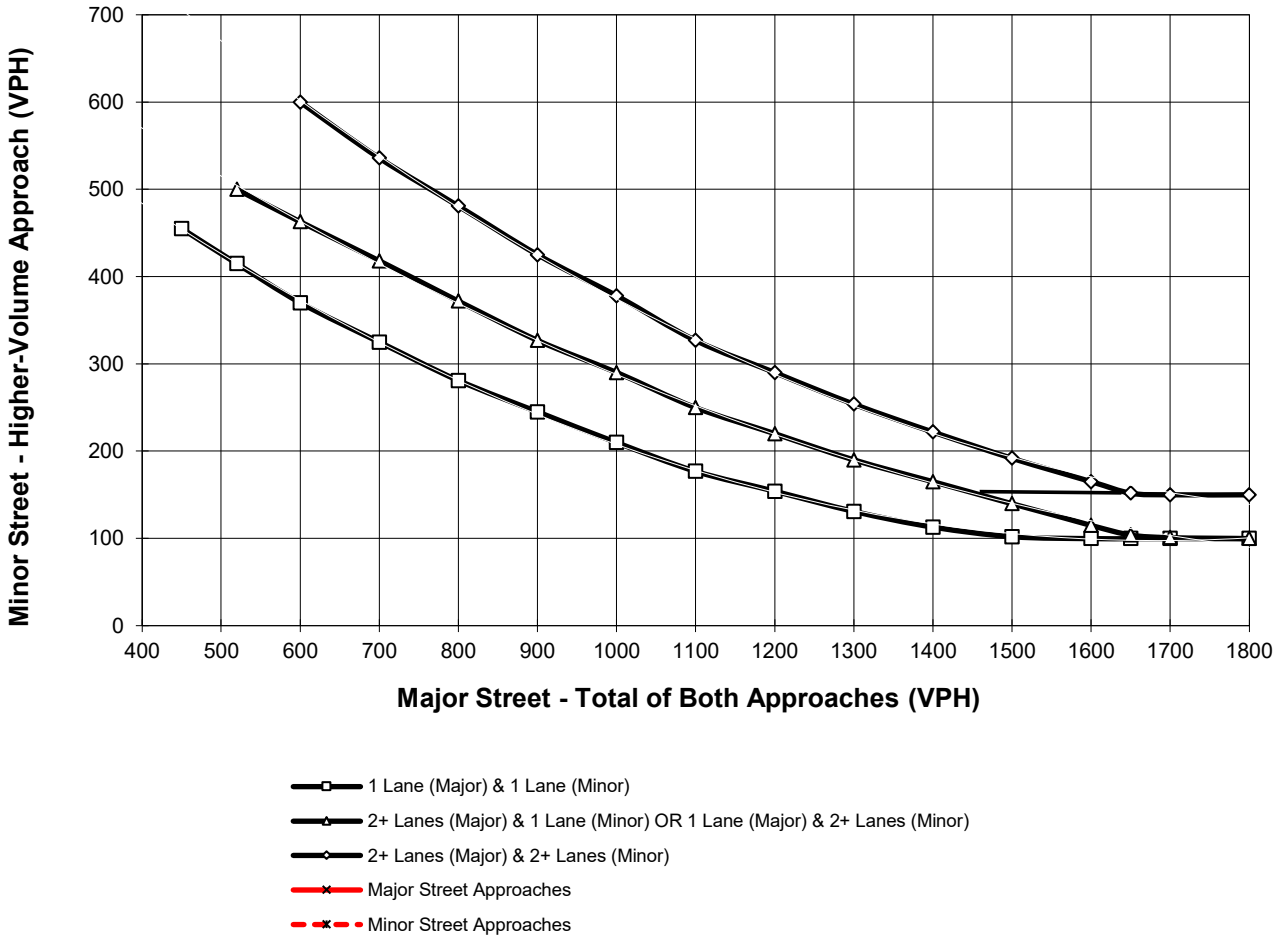
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **Existing (2024) Conditions - Weekday PM Peak Hour**

Major Street Name = **Placentia Av.**
Total of Both Approaches (VPH) = **95**
Number of Approach Lanes on Major Street = **2**

Minor Street Name = **Tobacco Rd.**
High Volume Approach (VPH) = **7**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

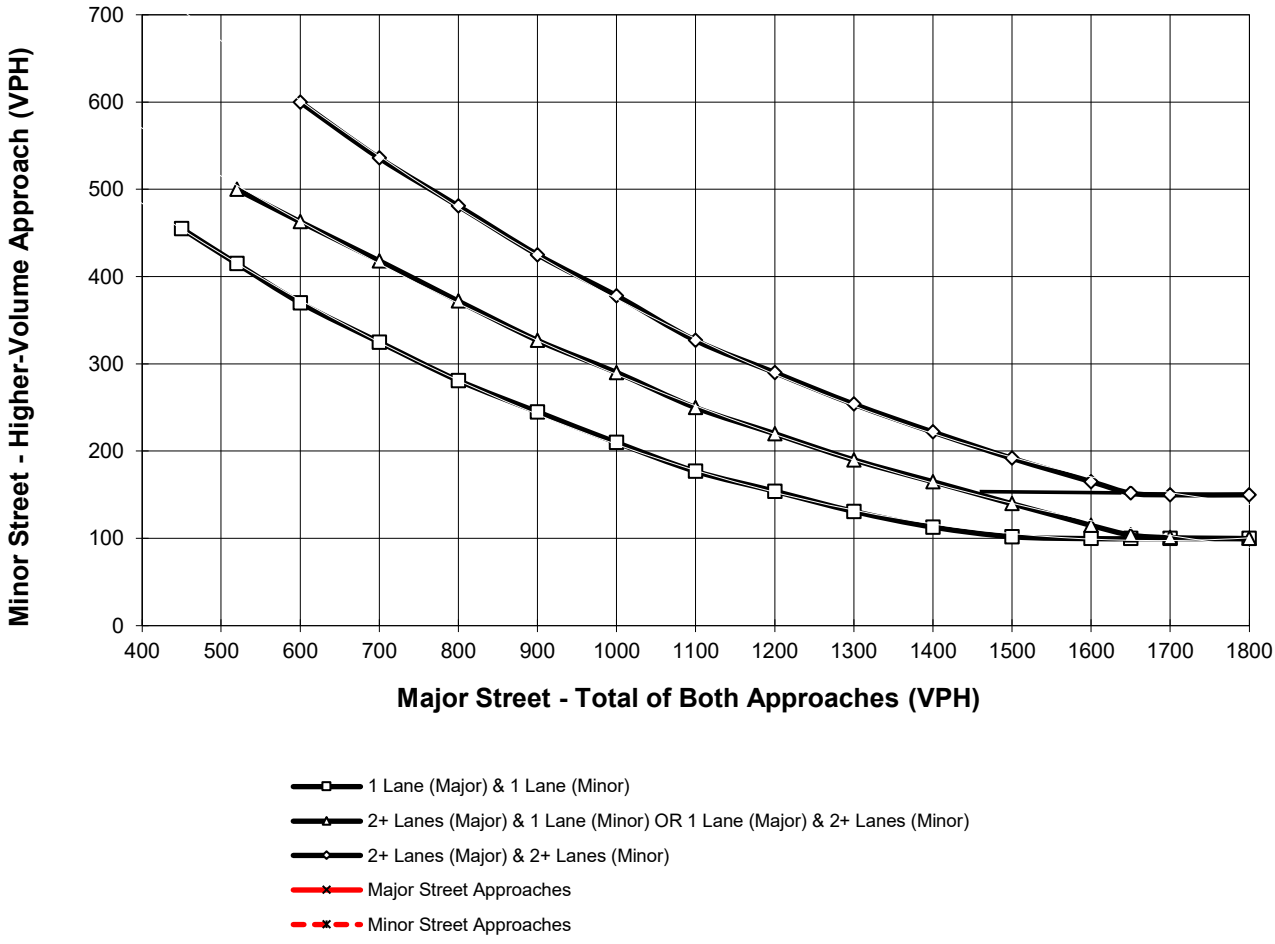
Figure 4C-3. Warrant 3, Peak Hour

Traffic Conditions = **EAP (2026) Conditions - Weekday PM Peak Hour**

Major Street Name = **Placentia Av.**
Total of Both Approaches (VPH) = **157**
Number of Approach Lanes on Major Street = **2**

Minor Street Name = **Tobacco Rd.**
High Volume Approach (VPH) = **48**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



*Note: 150 vph applies as the lower threshold for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold for a minor-street approach with one lane

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet (Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS	EAP
				CALC CS	DATE 02/14/24
Jurisdiction: **County of Riverside**				CHK CS	DATE 02/14/24
Major Street: **Tobacco Rd.**				Critical Approach Speed (Major)	25 mph
Minor Street: **Driveway 1**				Critical Approach Speed (Minor)	25 mph

Major Street Approach Lanes = **1** lane

Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **522** vpd

Minor Street Future ADT = **57** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ……..

or

In built up area of isolated community of < 10,000 population ……

URBAN (U)

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
CONDITION A - Minimum Vehicular Volume	Urban	Rural	Urban	Rural
Satisfied: XX / Not Satisfied: XX				
Number of lanes for moving traffic on each approach				
Major Street: *1* **522** / Minor Street: *1* **57**	8,000	5,600	2,400	1,680
2 + / *1*	9,600	6,720	2,400	1,680
2 + / *2* +	9,600	6,720	3,200	2,240
1 / *2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied / Not Satisfied: XX	Urban	Rural	Urban	Rural
Number of lanes for moving traffic on each approach				
Major Street: *1* **522** / Minor Street: *1* **57**	12,000	8,400	1,200	850
2 + / *1*	14,400	10,080	1,200	850
2 + / *2* +	14,400	10,080	1,600	1,120
1 / *2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied / Not Satisfied: XX	2 CONDITIONS 80%		2 CONDITIONS 80%	
No one condition satisfied, but following conditions fulfilled 80% of more ….. A: 2% B: 4%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS		EAP
				CALC CS	DATE	02/14/24
Jurisdiction: **County of Riverside**				CHK CS	DATE	02/14/24
Major Street: **Tobacco Rd.**				Critical Approach Speed (Major)		25 mph
Minor Street: **Driveway 2**				Critical Approach Speed (Minor)		25 mph

Major Street Approach Lanes = **1** lane Minor Street Approach Lanes **1** lane

Major Street Future ADT = **335** vpd Minor Street Future ADT = **127** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); …….. [ ]

or **URBAN (U)**

In built up area of isolated community of < 10,000 population …… [ ]

(Based on Estimated Average Daily Traffic - See Note)

URBAN / RURAL	Minimum Requirements EADT			
	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
CONDITION A - Minimum Vehicular Volume	Urban	Rural	Urban	Rural
Satisfied: XX				
Not Satisfied: XX				
Number of lanes for moving traffic on each approach				
Major Street: 1 **335** / Minor Street: 1 **127**	8,000	5,600	2,400	1,680
Major Street: 2 + / Minor Street: 1	9,600	6,720	2,400	1,680
Major Street: 2 + / Minor Street: 2 +	9,600	6,720	3,200	2,240
Major Street: 1 / Minor Street: 2 +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
Satisfied	Urban	Rural	Urban	Rural
Not Satisfied: XX				
Number of lanes for moving traffic on each approach				
Major Street: 1 **335** / Minor Street: 1 **127**	12,000	8,400	1,200	850
Major Street: 2 + / Minor Street: 1	14,400	10,080	1,200	850
Major Street: 2 + / Minor Street: 2 +	14,400	10,080	1,600	1,120
Major Street: 1 / Minor Street: 2 +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B				
Satisfied				
Not Satisfied: XX				
No one condition satisfied, but following conditions fulfilled 80% of more ….. A: 4% B: 3%	2 CONDITIONS 80%		2 CONDITIONS 80%	

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-103 (CA). Traffic Signal Warrants Worksheet
(Average Traffic Estimate Form)

DIST	CO	RTE	PM	TRAFFIC CONDITIONS		EAP	
				CALC	CS	DATE	02/14/24
Jurisdiction:	**County of Riverside**			CHK	CS	DATE	02/14/24
Major Street:	**Placentia Av.**			Critical Approach Speed (Major)		40	mph
Minor Street:	**Driveway 3**			Critical Approach Speed (Minor)		25	mph

Major Street Approach Lanes = **1** lane

Minor Street Approach Lanes = **1** lane

Major Street Future ADT = **2,882** vpd

Minor Street Future ADT = **366** vpd

Speed limit or critical speed on major street traffic > 64 km/h (40 mph); ……..

or

In built up area of isolated community of < 10,000 population ……

RURAL (R)

(Based on Estimated Average Daily Traffic - See Note)

URBAN	RURAL	Minimum Requirements EADT			
XX					
CONDITION A - Minimum Vehicular Volume					
Satisfied	Not Satisfied	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **2,882**	*1* **366**	8,000	5,600	2,400	1,680
2 +	*1*	9,600	6,720	2,400	1,680
2 +	*2* +	9,600	6,720	3,200	2,240
1	*2* +	8,000	5,600	3,200	2,240
CONDITION B - Interruption of Continuous Traffic					
Satisfied	Not Satisfied	Vehicles Per Day on Major Street (Total of Both Approaches)		Vehicles Per Day on Higher-Volume Minor Street Approach (One Direction Only)	
	XX				
Number of lanes for moving traffic on each approach					
Major Street	Minor Street	Urban	Rural	Urban	Rural
1 **2,882**	*1* **366**	12,000	8,400	1,200	850
2 +	*1*	14,400	10,080	1,200	850
2 +	*2* +	14,400	10,080	1,600	1,120
1	*2* +	12,000	8,400	1,600	1,120
Combination of CONDITIONS A + B					
Satisfied	Not Satisfied	2 CONDITIONS 80%		2 CONDITIONS 80%	
	XX				
No one condition satisfied, but following conditions fulfilled 80% of more …..	**A** 15% **B** 24%				

Note: To be used only for NEW INTERSECTIONS or other locations where it is not reasonable to count actual traffic volumes.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

ATTACHMENT F: TRUCK TURNS

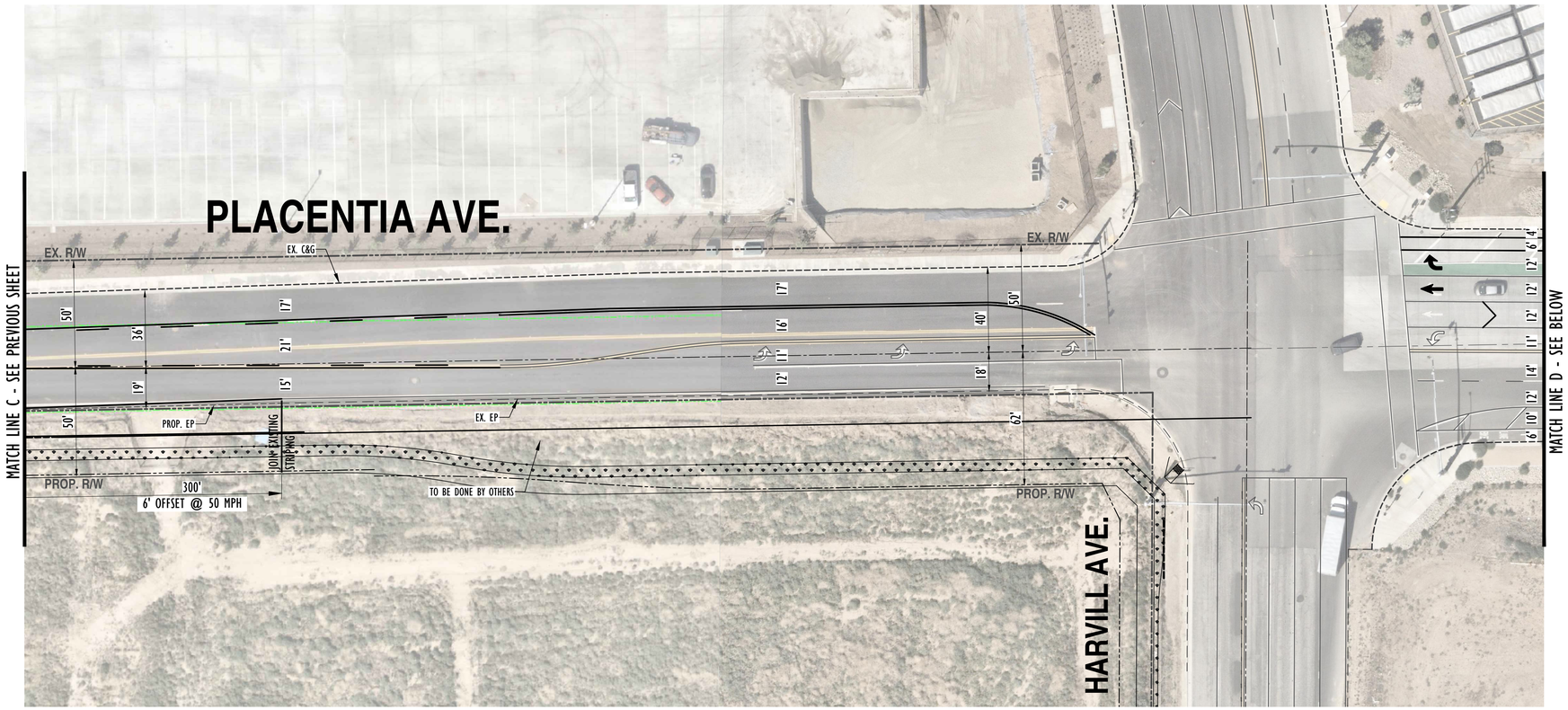
EXHIBIT 1: TOBACCO ROAD AT PLACENTIA AVENUE
OPENING DAY CONCEPT STRIPING IMPROVEMENTS

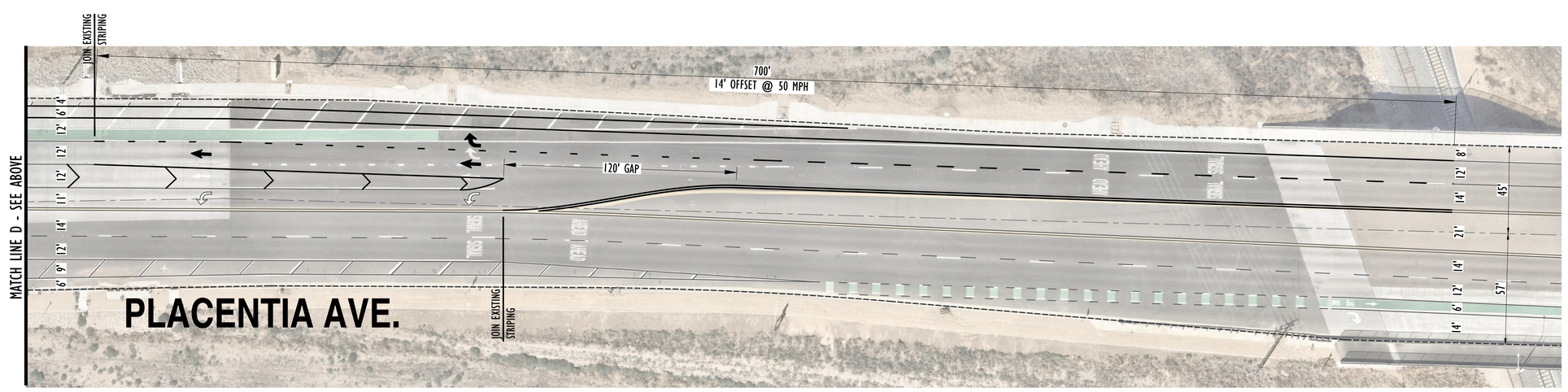
URBAN CROSSROADS
WWW.URBANXROADS.COM
TELEPHONE # 949-660-1994

SCALE: 1" = 30' (ON 24" x 36" SHEET)

0 15 30 60 90 120

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SCALE: 1" = 30' (ON 24" x 36" SHEET)

0 15 30 60 90 120

EXHIBIT 1: TOBACCO ROAD AT PLACENTIA AVENUE OPENING DAY CONCEPT STRIPING IMPROVEMENTS

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PLACENTIA AVE.

MATCH LINE B - SEE NEXT SHEET

MATCH LINE C - NEXT SHEET

ULT. R/W

EXIST. C&G

50'

32'

14'

12'

12'

ULT. C&G

R20'

R35'

30'

12'

28'

75'

8' OFFSET @ 10:1 = 80' TAPER

80'

LANDSCAPE SETBACK

MINIMUM BUILDING SETBACK

120' OPENING

200'

100'

R45'

R65'

R6'

DWY. 1

DWY. 2

DWY. 3

TOBACCO RD.

TOBACCO RD

22'

28'

39'

MATCH LINE A - SEE LEFT

MATCH LINE A - SEE RIGHT

STOP

R3.00'

R35.00'

R45.00'

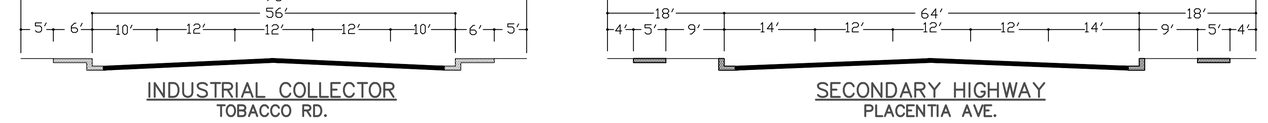
48'

15'

18'

34'

35'



INDUSTRIAL COLLECTOR
TOBACCO RD.

SECONDARY HIGHWAY
PLACENTIA AVE.

SCALE: 1" = 30' (ON 24" x 36" SHEET)

0 15 30 60 90 120

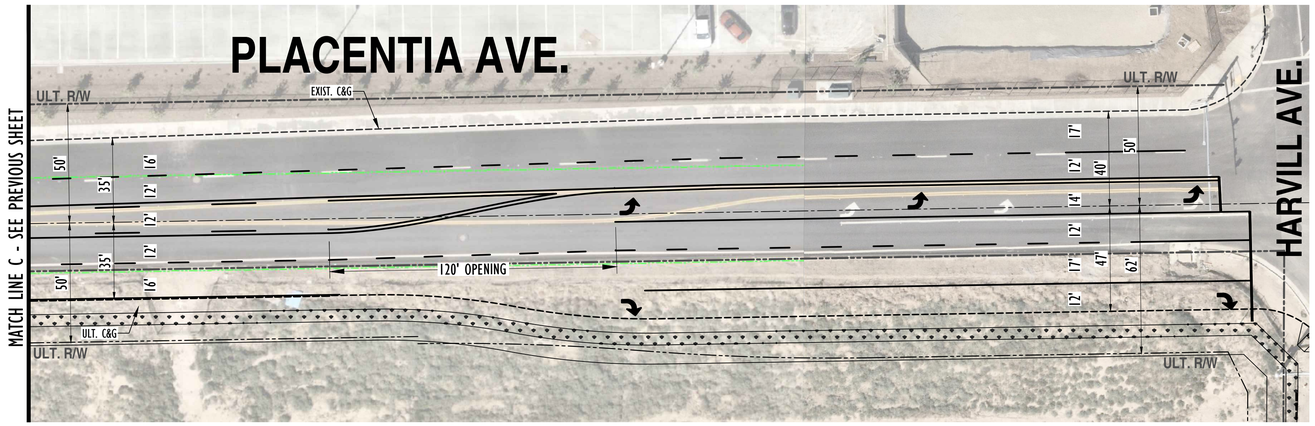
EXHIBIT 2: TOBACCO ROAD AT PLACENTIA AVENUE
ULTIMATE CONCEPT STRIPING IMPROVEMENTS

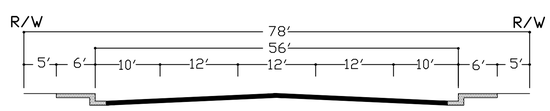
URBAN CROSSROADS

WWW.URBANXROADS.COM
TELEPHONE # 949-660-1994

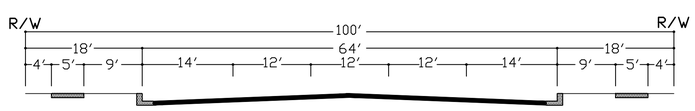
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INDUSTRIAL COLLECTOR
TOBACCO RD.



SECONDARY HIGHWAY
PLACENTIA AVE.

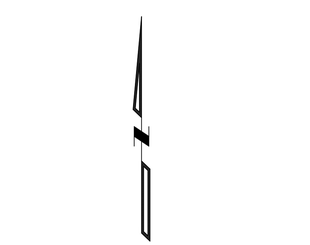
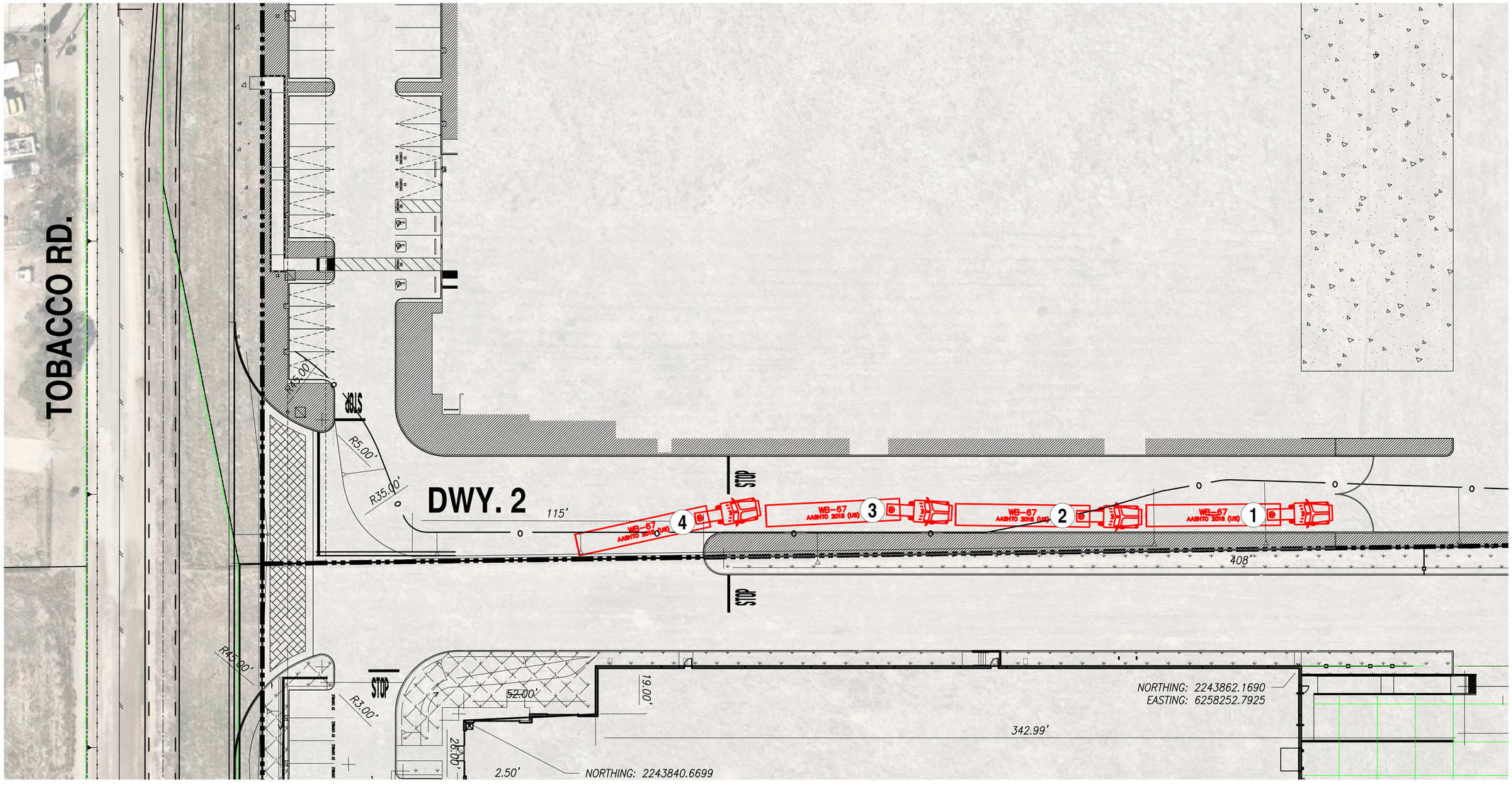


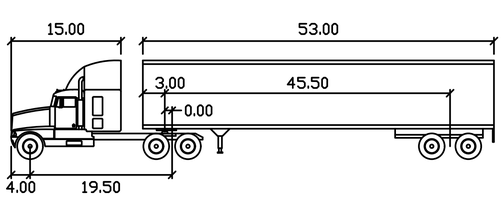
EXHIBIT 2: TOBACCO ROAD AT PLACENTIA AVENUE
ULTIMATE CONCEPT STRIPING IMPROVEMENTS

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WB-67

	feet		
Tractor Width	8.00	Lock to Lock Time	6.0
Trailer Width	8.50	Steering Angle	28.4
Tractor Track	8.00	Articulating Angle	75.0
Trailer Track	8.50		

SCALE: 1" = 20' (ON 24" x 36" SHEET)

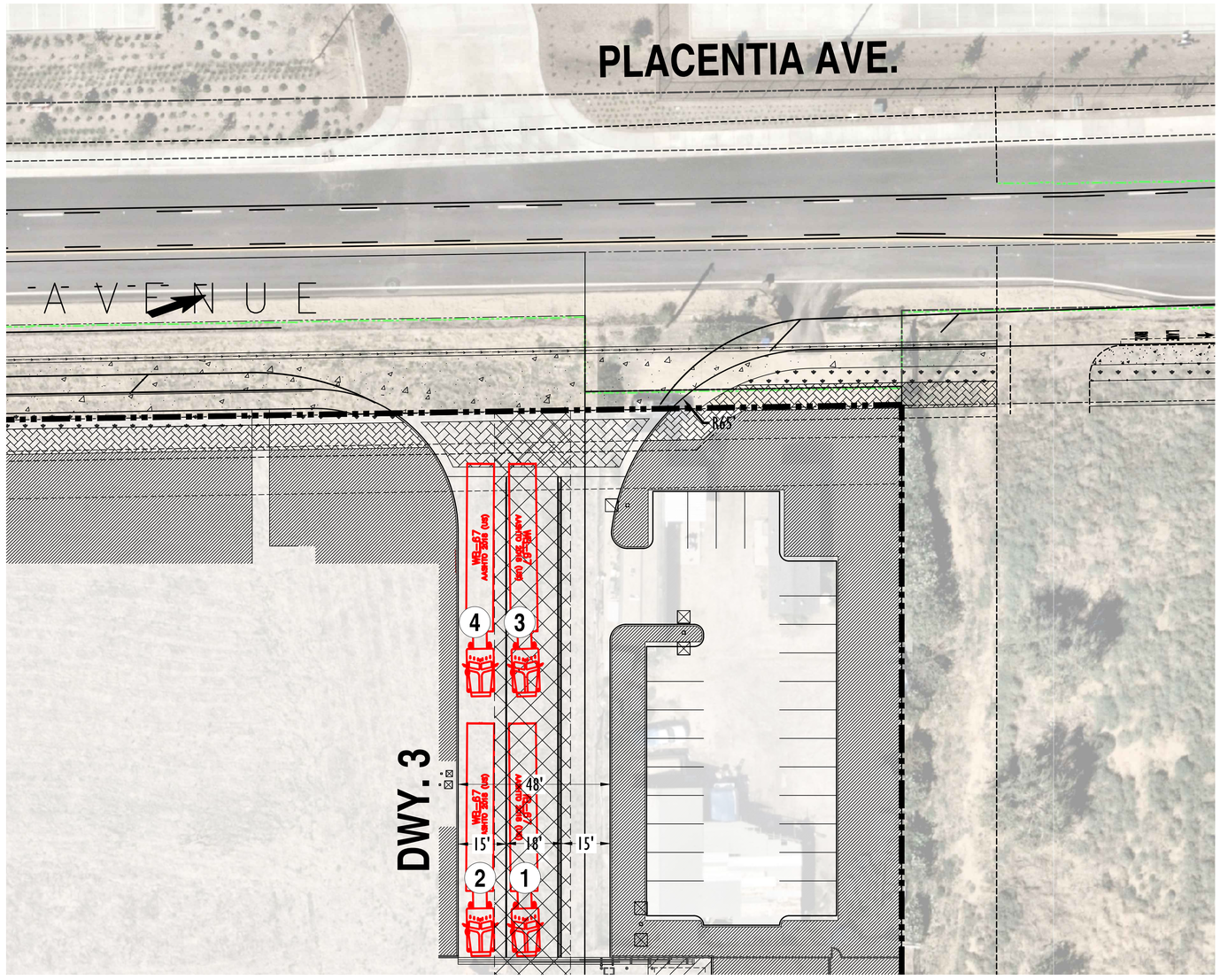
0 10 20 40 60 80

EXHIBIT 3: WB-67 TRUCK STACKING
TOBACCO ROAD AT PROJECT DRIVEWAY 2

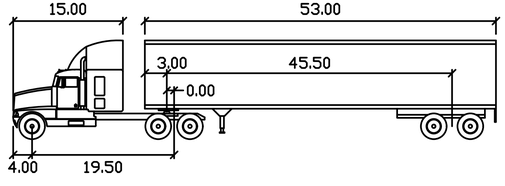
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WB-67

SCALE: 1" = 20' (ON 24" x 36" SHEET)

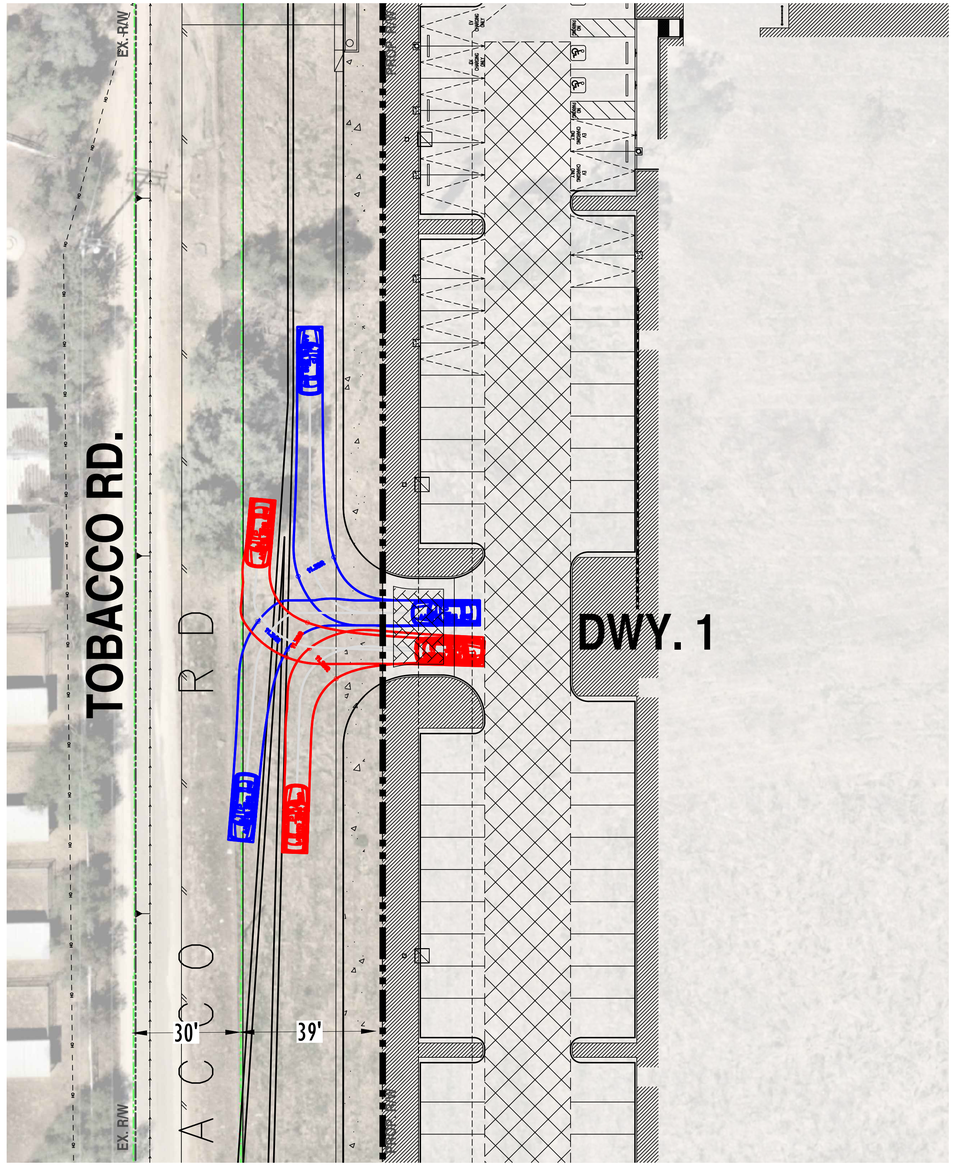
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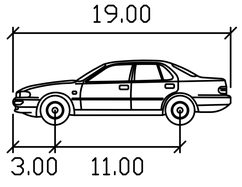
	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 75.0
Trailer Track	: 8.50		

EXHIBIT 4: WB-67 TRUCK STACKING
PLACENTIA AVENUE AT PROJECT DRIVEWAY 3

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P

	feet
Width	: 7.00
Track	: 6.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.6

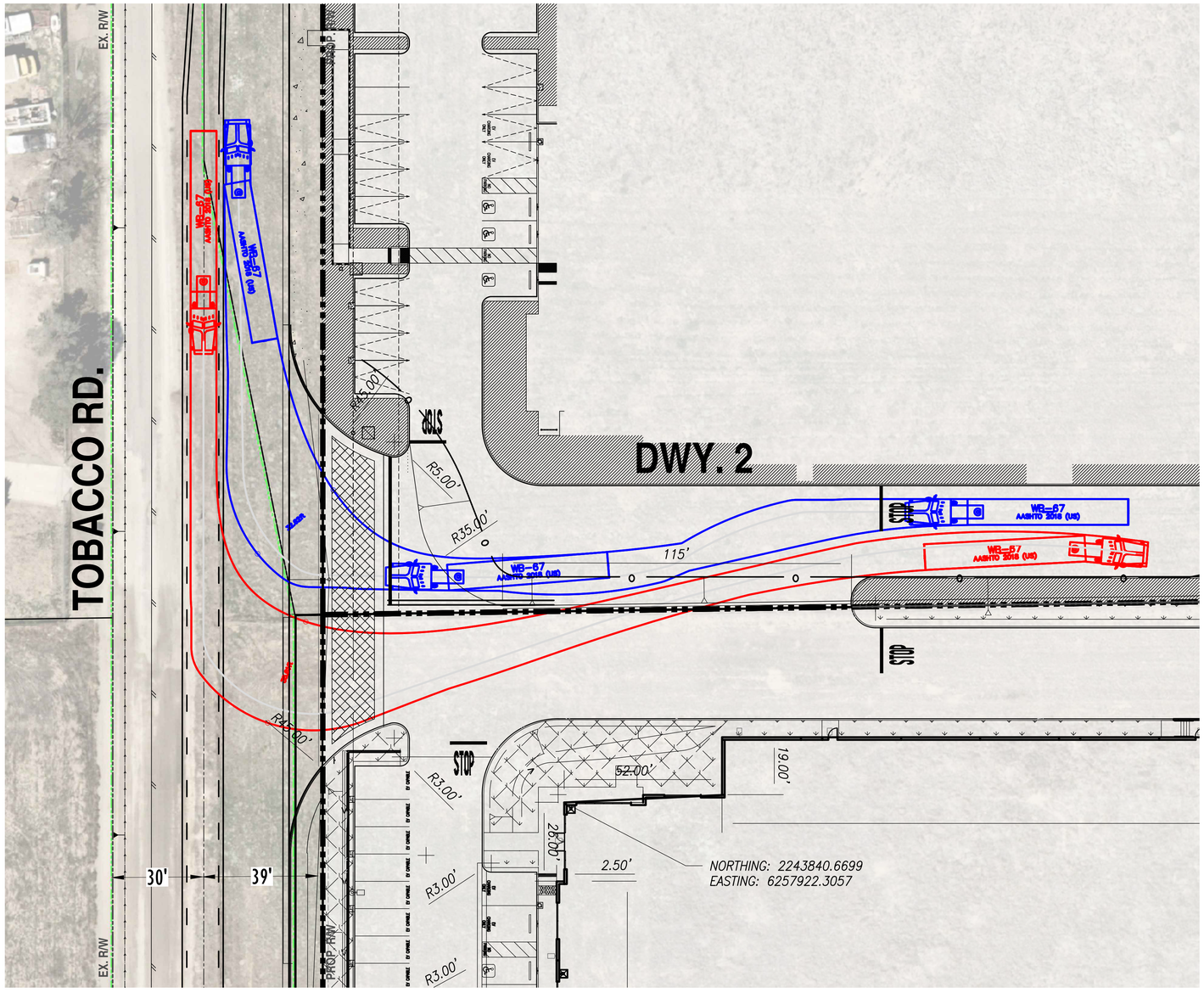
SCALE: 1" = 20' (ON 24" x 36" SHEET)

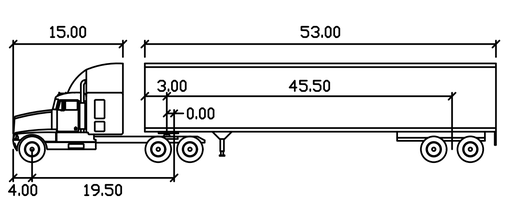
0 10 20 40 60 80

EXHIBIT 5: PASSENGER CAR TURNING TEMPLATE
OPENING DAY TOBACCO ROAD AT PROJECT DRIVEWAY 1

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WB-67

SCALE: 1" = 20' (ON 24" x 36" SHEET)

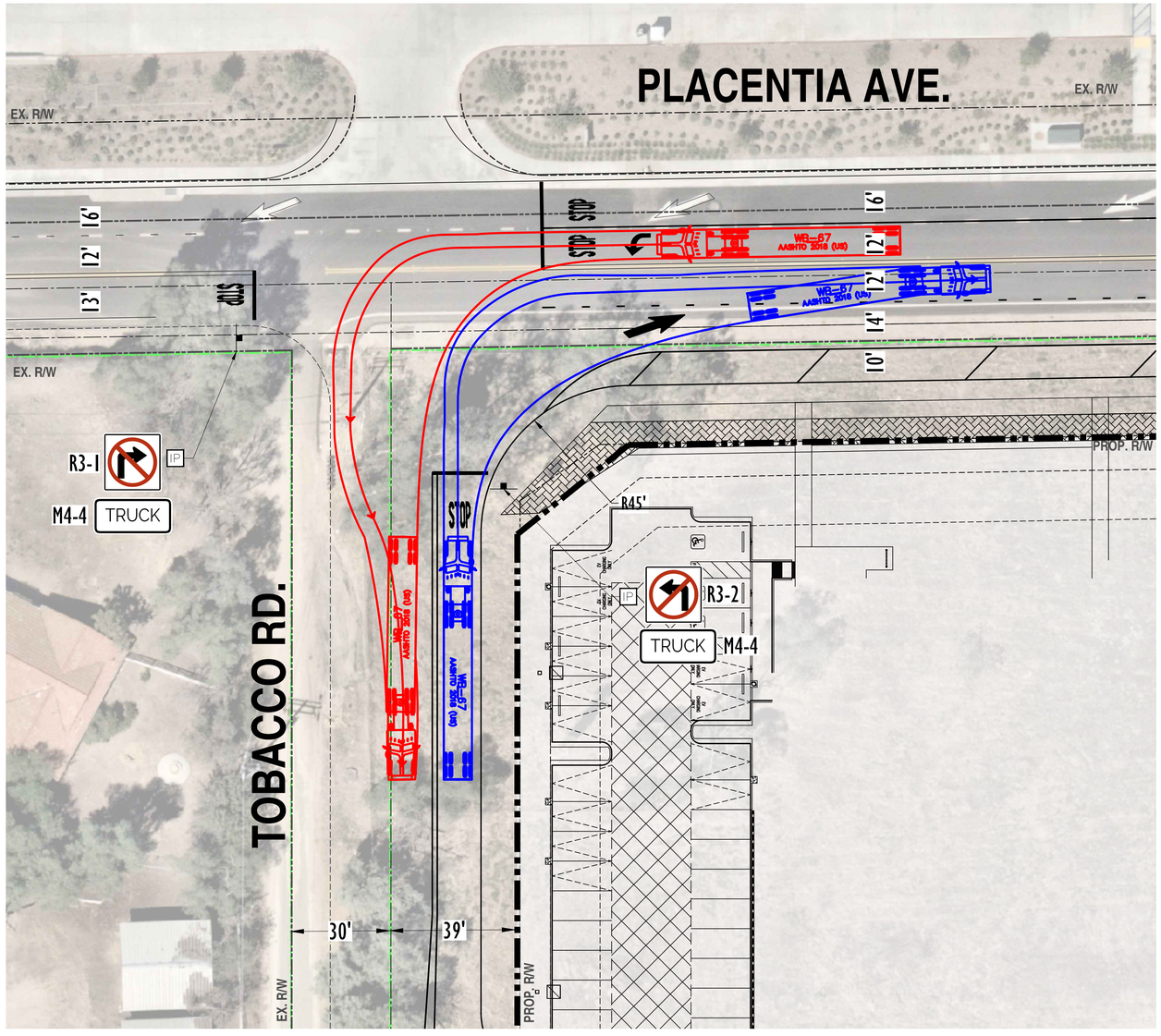
0 10 20 40 60 80

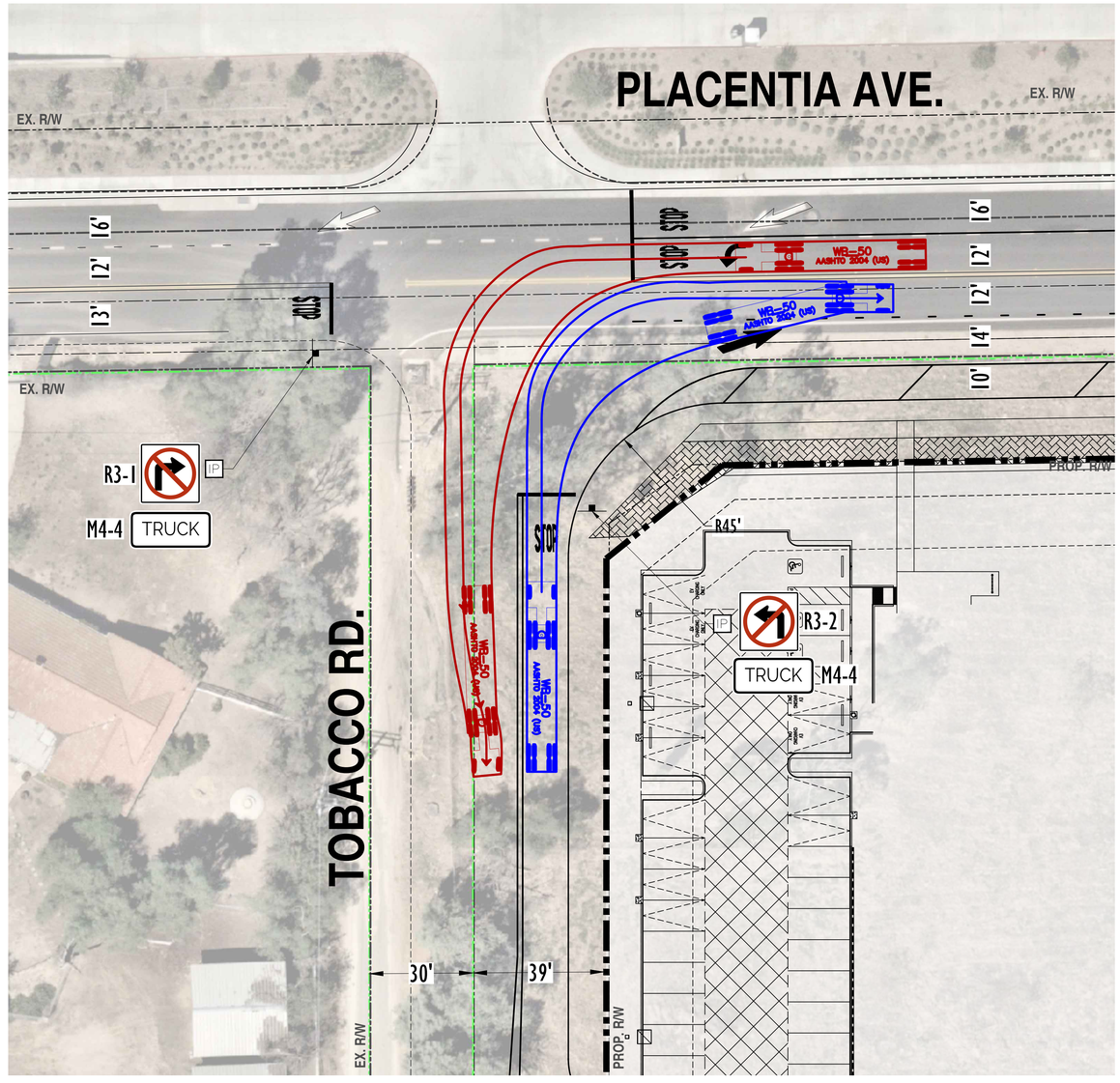
	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 75.0
Trailer Track	: 8.50		

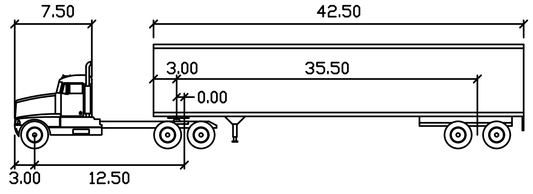
EXHIBIT 6: WB-67 TRUCK TURNING TEMPLATE
OPENING DAY TOBACCO ROAD AT PROJECT DRIVEWAY 2

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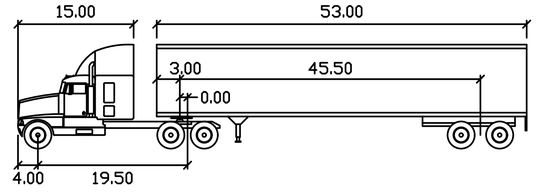






WB-50

	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 17.7
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.50		



WB-67

	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 75.0
Trailer Track	: 8.50		

SCALE: 1" = 20' (ON 24" x 36" SHEET)

0 10 20 40 60 80

SIGNING CONSTRUCTION NOTES:

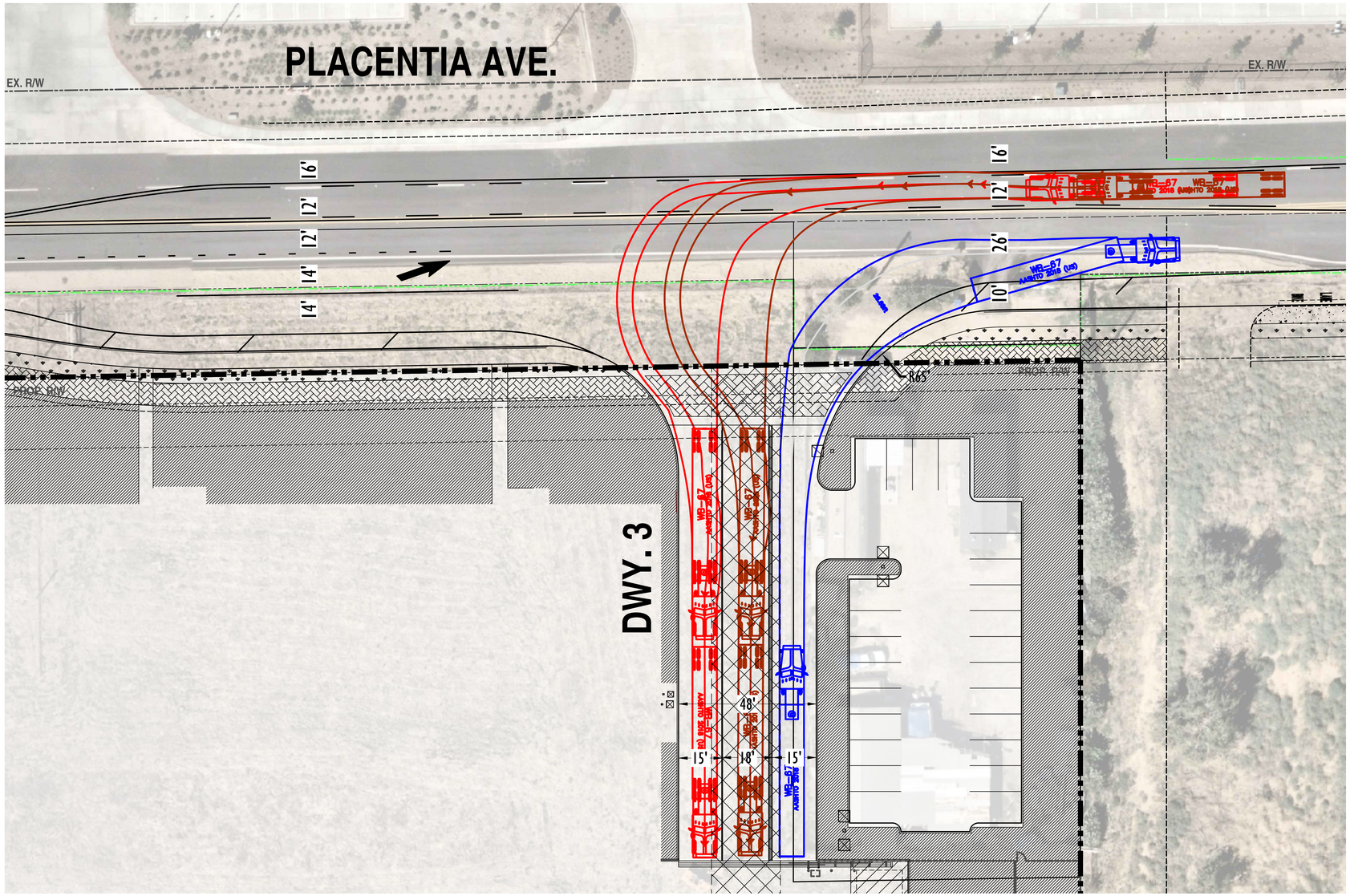
IP FURNISH AND INSTALL SIGN (AS NOTED) AND POST (IF NECESSARY) PER CITY STANDARDS.

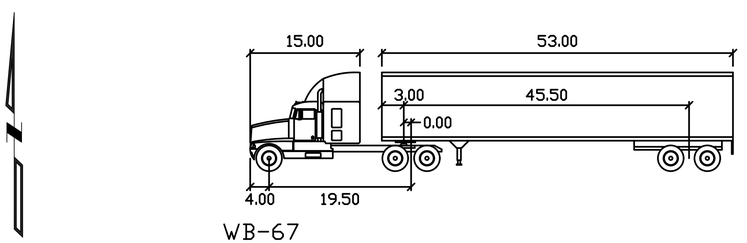
EXHIBIT 7 : WB-67 TRUCK TURNING TEMPLATE
OPENING DAY TOBACCO ROAD AT PLACENTIA AVENUE

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WB-67

	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 75.0
Trailer Track	: 8.50		

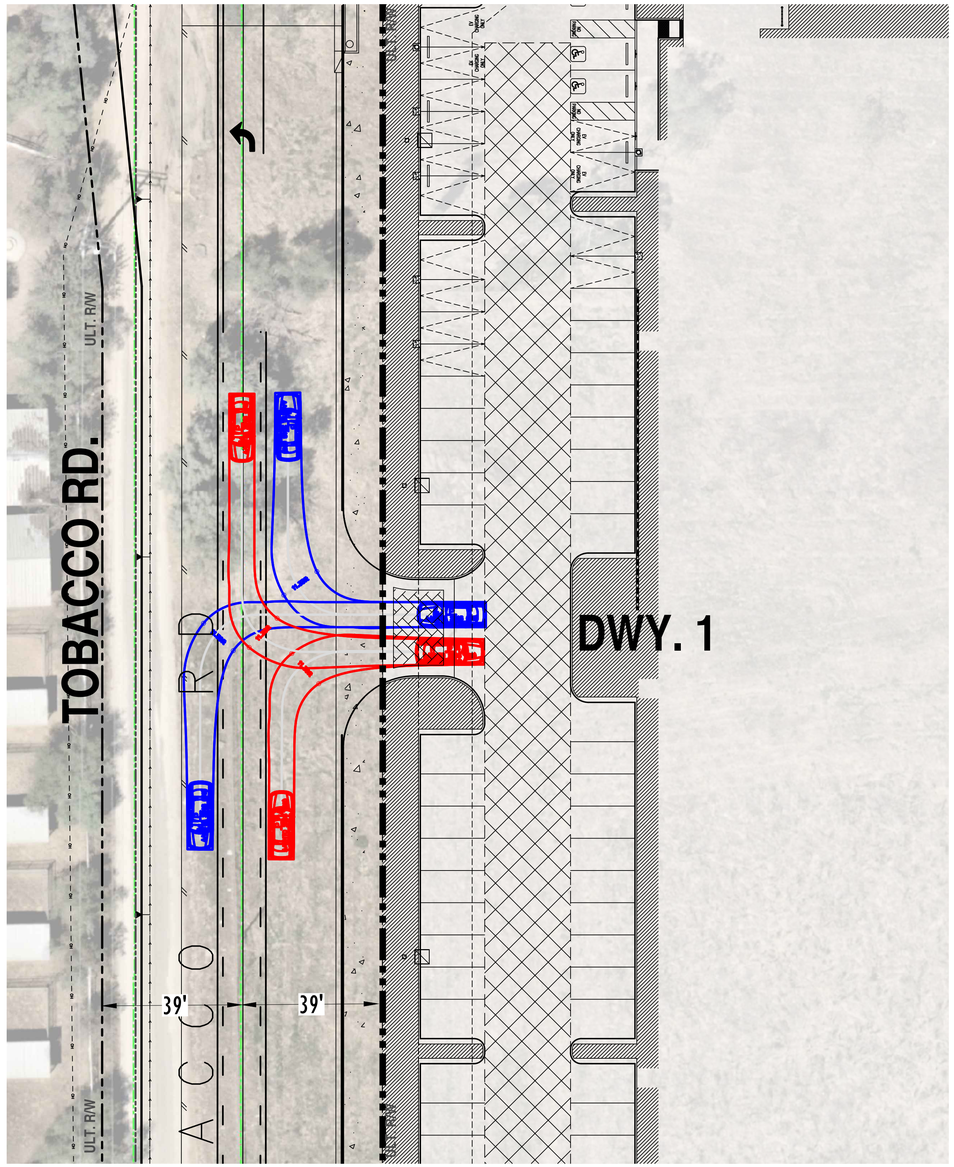
SCALE: 1" = 20' (ON 24" x 36" SHEET)

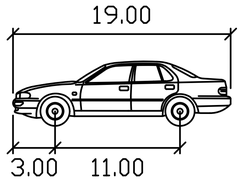
0 10 20 40 60 80

EXHIBIT 8: WB-67 TRUCK TURNING TEMPLATE
OPENING DAY PLACENTIA AVENUE AT PROJECT DRIVEWAY 3

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P

	feet
Width	: 7.00
Track	: 6.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.6

SCALE: 1" = 20' (ON 24" x 36" SHEET)

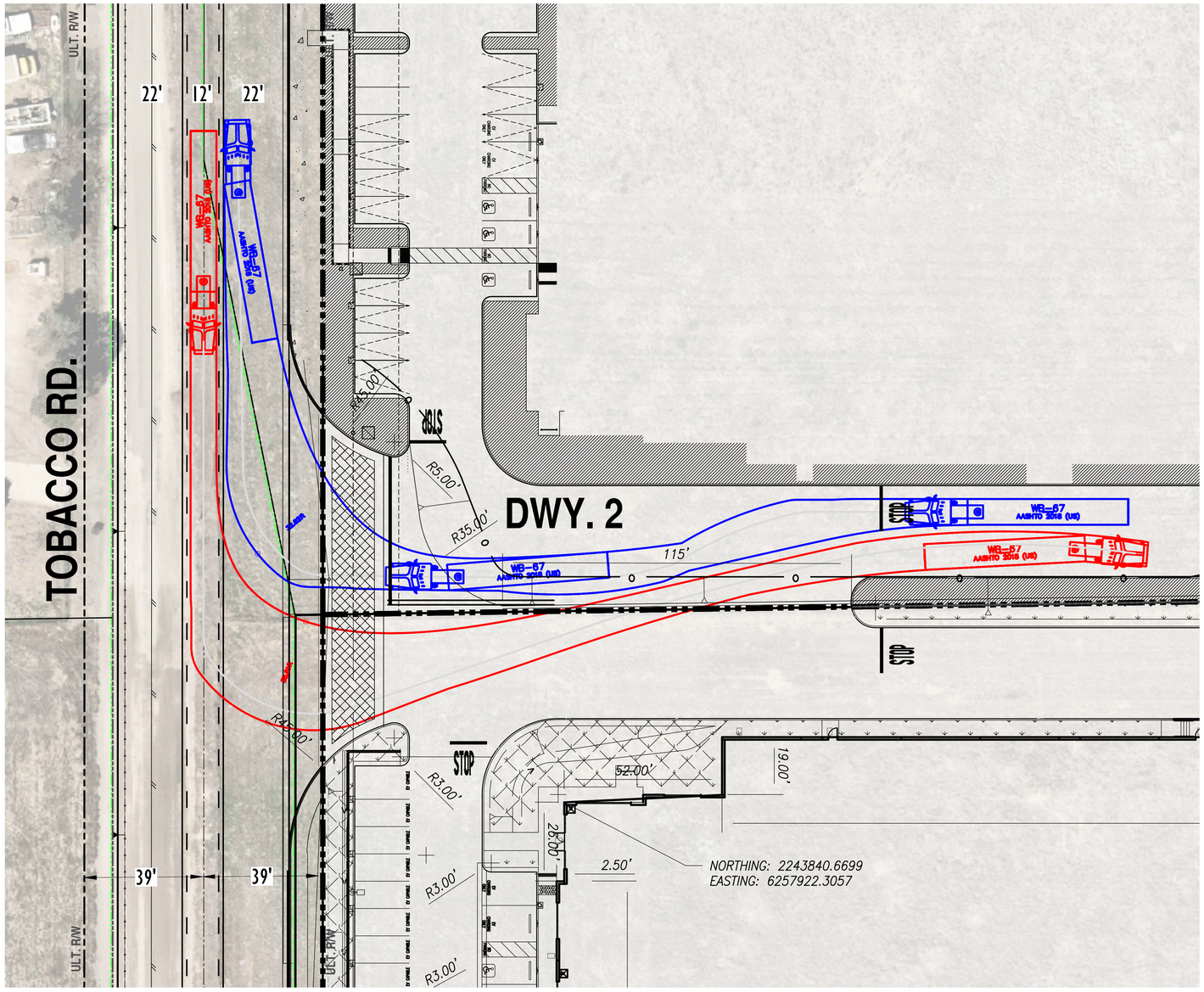
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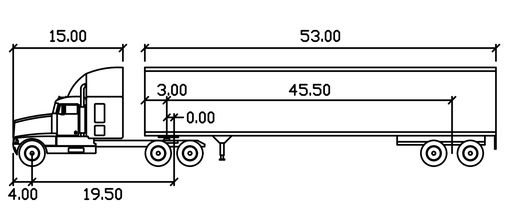
EXHIBIT 9: PASSENGER CAR TURNING TEMPLATE
ULTIMATE TOBACCO ROAD AT PROJECT DRIVEWAY 1

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WB-67

	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 75.0
Trailer Track	: 8.50		

SCALE: 1" = 20' (ON 24" x 36" SHEET)

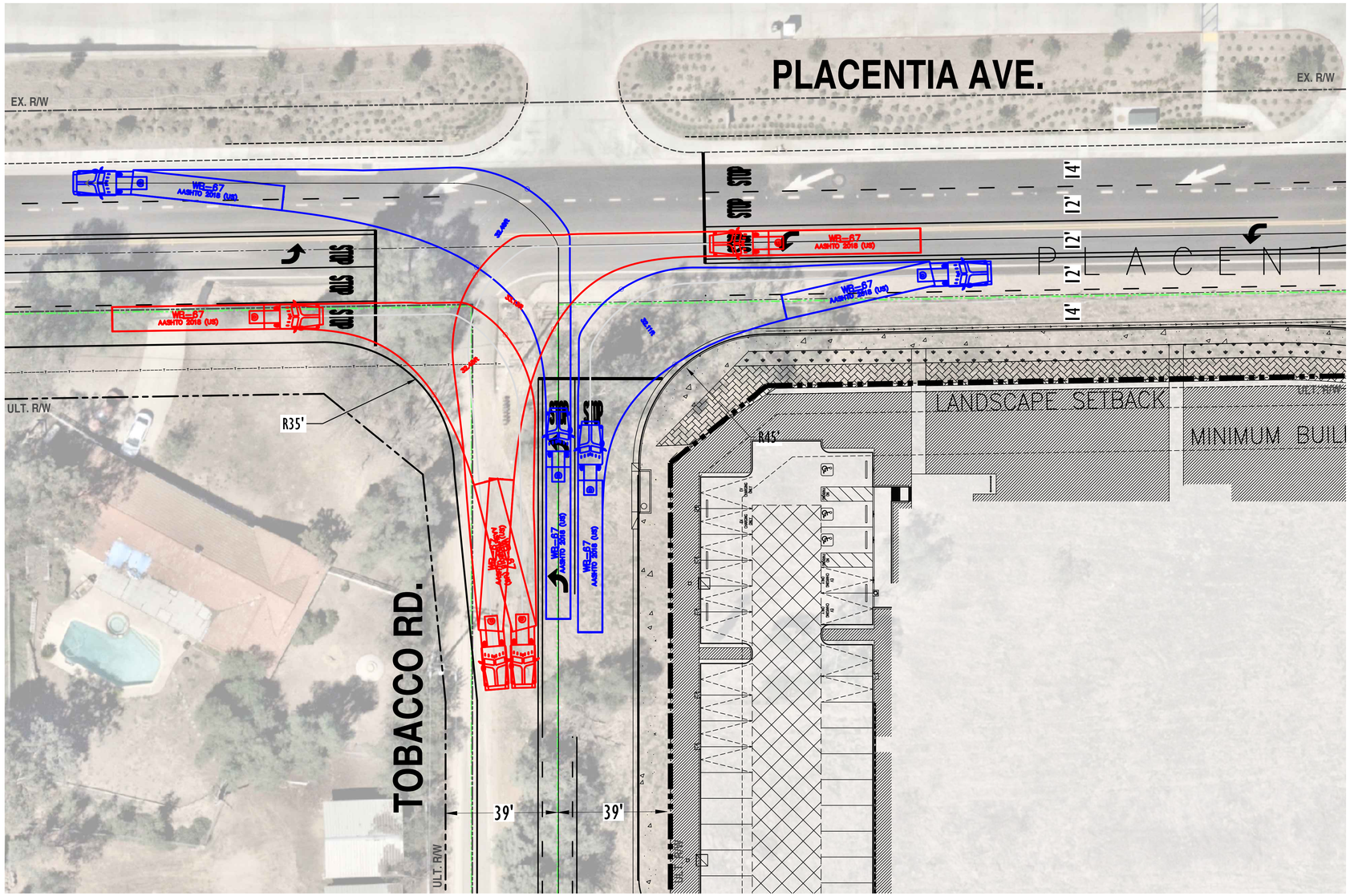
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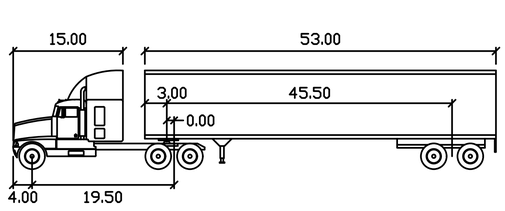
EXHIBIT 10: WB-67 TRUCK TURNING TEMPLATE
ULTIMATE TOBACCO ROAD AT PROJECT DRIVEWAY 2

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WB-67

	feet		
Tractor Width	8.00	Lock to Lock Time	6.0
Trailer Width	8.50	Steering Angle	28.4
Tractor Track	8.00	Articulating Angle	75.0
Trailer Track	8.50		

SCALE: 1" = 20' (ON 24" x 36" SHEET)

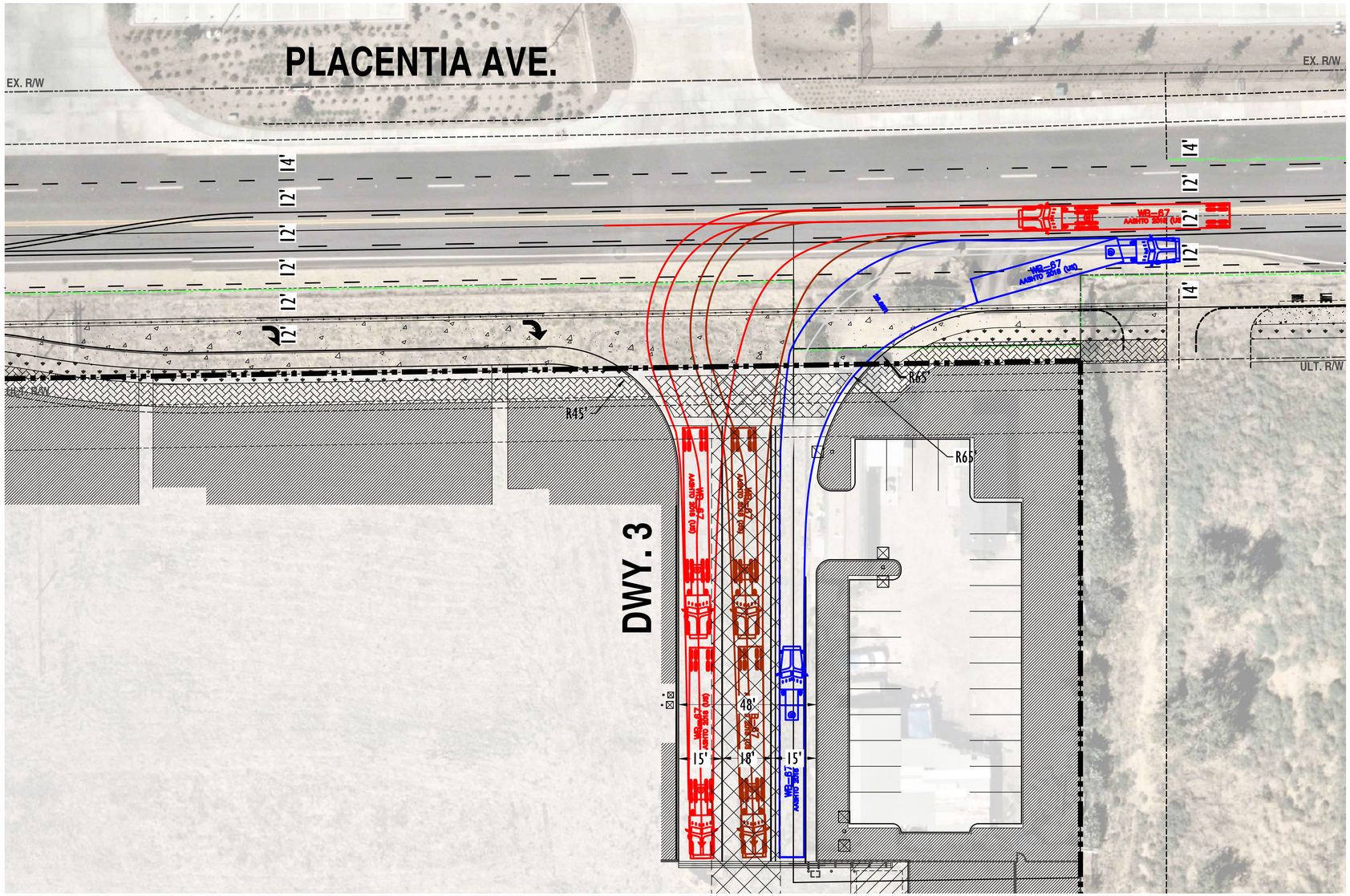
0 10 20 40 60 80

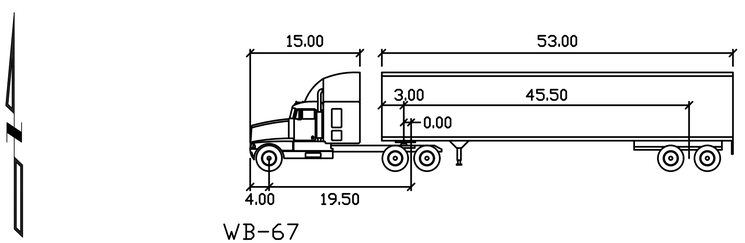
EXHIBIT 11: WB-67 TRUCK TURNING TEMPLATE
ULTIMATE TOBACCO ROAD AT PLACENTIA AVENUE

URBAN CROSSROADS

WWW.URBANXROADS.COM
TELEPHONE # 949-660-1994

15749 - ACAD\15749_E.dwg - 1/15/25 - JG





WB-67

feet

Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 75.0
Trailer Track	: 8.50		

SCALE: 1" = 20' (ON 24" x 36" SHEET)

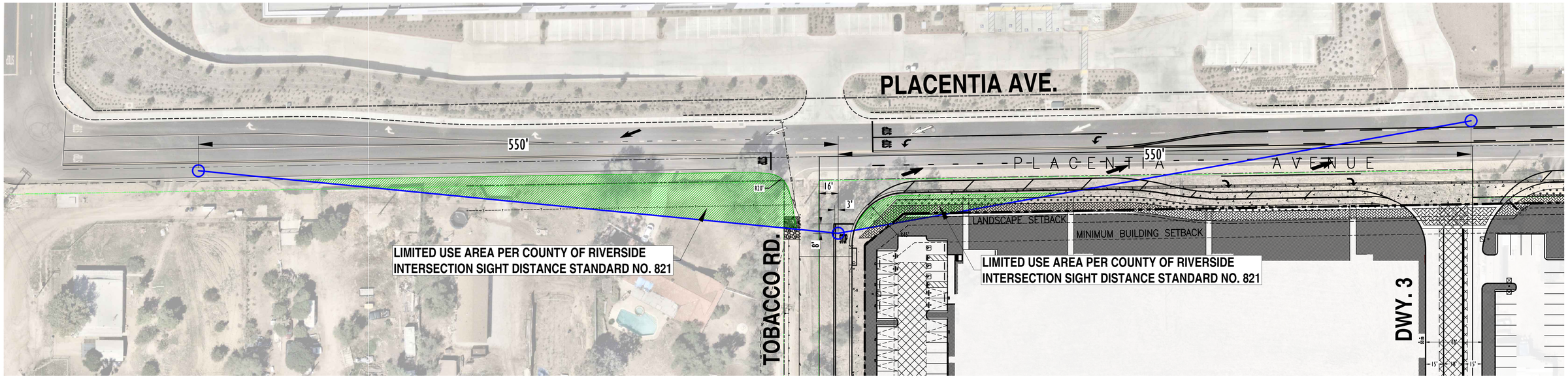
0 10 20 40 60 80

EXHIBIT 12: WB-67 TRUCK TURNING TEMPLATE
ULTIMATE PLACENTIA AVENUE AT PROJECT DRIVEWAY 3

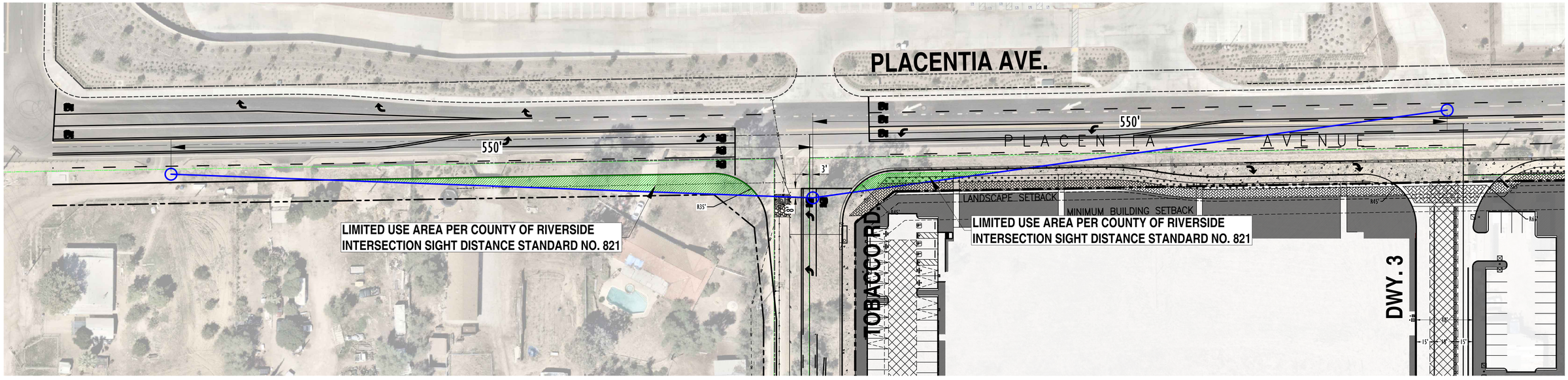
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OPENING DAY



ULTIMATE



SCALE: 1" = 30' (ON 24" x 36" SHEET)

0 15 30 60 90 120

EXHIBIT 13: TOBACCO ROAD AT PLACENTIA AVENUE INTERSECTION SIGHT DISTANCE

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ATTACHMENT G: EAP (2026) CONDITIONS QUEUING ANALYSIS WORKSHEETS

Intersection: 1: Tobacco Rd./Barker Dwy & Placentia Av.

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	L	TR	LTR	LTR
Maximum Queue (ft)	49	34	51	28	30
Average Queue (ft)	26	22	27	11	8
95th Queue (ft)	45	42	41	33	30
Link Distance (ft)	632		483	174	78
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		100			
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: Tobacco Rd. & Driveway 1

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	23	6
Average Queue (ft)	2	0
95th Queue (ft)	14	4
Link Distance (ft)	40	174
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Tobacco Rd. & Driveway 2

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	30	6
Average Queue (ft)	7	0
95th Queue (ft)	28	4
Link Distance (ft)	169	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		100
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: Driveway 3/Truck Lot Dwy & Placentia Av.

Movement	WB	NB	SB
Directions Served	L	LTR	LTR
Maximum Queue (ft)	6	22	44
Average Queue (ft)	0	2	23
95th Queue (ft)	4	13	47
Link Distance (ft)		122	265
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	50		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

Intersection: 1: Tobacco Rd./Barker Dwy & Placentia Av.

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	L	TR	LTR	LTR
Maximum Queue (ft)	54	29	48	37	51
Average Queue (ft)	29	11	26	23	22
95th Queue (ft)	46	34	43	41	47
Link Distance (ft)	632		483	174	78
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		100			
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: Tobacco Rd. & Driveway 1

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	35	6
Average Queue (ft)	9	0
95th Queue (ft)	33	4
Link Distance (ft)	40	174
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Tobacco Rd. & Driveway 2

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	45	6
Average Queue (ft)	14	0
95th Queue (ft)	40	4
Link Distance (ft)	169	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		100
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: Driveway 3/Truck Lot Dwy & Placentia Av.

Movement	WB	NB	SB
Directions Served	L	LTR	LTR
Maximum Queue (ft)	17	22	49
Average Queue (ft)	1	4	25
95th Queue (ft)	9	17	47
Link Distance (ft)		122	265
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	50		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

RIVERSIDE COUNTY
PLANNING DEPARTMENT

John Hildebrand
Planning Director

February 24, 2025

RE: AB 52 Consultation Conclusion Letter for GPA230008, PPT230048

Dear Ms. Brierty,

An AB 52 notification for this project was sent to you via email on January 08, 2024. The Riverside County Planning Department ("Planning") received your request dated February 07, 2024, on behalf of the Morongo Band of Mission Indians for AB 52 consultation on the Project. On February 07, 2024, the Planning Department provided the following project information via email to you: "*A Phase I Cultural Resources Study for the Thrifty Oil Warehouse Project*", and the project conditions of approval. Several follow-up communications were sent to Morongo, the latest on February 04, 2025, and February 10, 2025. There were no responses to any of these communications.

At this time, Planning has not received any further communication or information from Morongo regarding this project. Planning welcomes input from Morongo regarding this Project, however, based on the information gathered by Planning and the information provided by you to date, Planning has concluded that there is no potential significant impact to Tribal Cultural Resources as defined in Section 21074 of the Public Resources Code because there are no physical Tribal Cultural Resources present.

Based on the above, and in accordance with Public Resource Code section 21080.3.2(b), Planning has acted in good faith and made reasonable efforts to consult with Morongo and considers AB 52 consultation concluded as of this letter's date. The final project conditions of approval are attached to this emailed letter. Planning will notify Morongo when the Project's environmental document is released for the public review period as well as when the Project is scheduled for a public hearing.

Sincerely,

Heather Thomson
County Archaeologist

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

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

ADVISORY NOTIFICATION DOCUMENT

COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY

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

The following notifications are included as part of the recommendation of approval for PPT230048. They are intended to advise the applicant of various Federal, State and County regulations applicable to this entitlement and the subsequent development of the subject property.

Planning-CUL

Planning-CUL. 1 Human Remains

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

Planning-CUL. 2 PDA 8407 Accepted

County Archaeological Report (PDA) No. 8407 submitted for this project (PPT230048) was prepared by BFSA Environmental Services, a Perennial Company and is entitled: "A PHASE I CULTURAL RESOURCES STUDY FOR THE THRIFTY OIL WAREHOUSE PROJECT", dated January 16, 2024.
PDA concludes: The Phase I cultural resources assessment for the Thrifty Oil Warehouse Project did not identify any cultural resources. However, the property is located in proximity to multiple prehistoric and historic resources and has been impacted by agricultural use, partial development, and clearing. These impacts typically remove evidence of surface scatters of cultural artifacts.
Therefore, given the past impacts to the property coupled with the frequency of resources within the one mile, the obstructed ground visibility during the survey, and the noted historic occupation of the property, there still remains potential for the inadvertent discovery of archaeological resources during grading. As such, a cultural resources Mitigation Monitoring and Reporting
Program (MMRP) is recommended as a condition of approval for this property, which should include the monitoring of all ground-disturbing activities within the property by an archaeologist and Native American monitor.
PDA recommends: As a condition of project approval, a MMRP is recommended to identify any cultural resources that may be uncovered during grading and, subsequently, to mitigate potential impacts to any discovered archaeological resources evaluated as significant.
These documents are herein incorporated as a part of the record for project.

Planning-CUL. 3 Unanticipated Resources

ADVISORY NOTIFICATION DOCUMENT

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

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

All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted and the applicant shall call the County Archaeologist immediately upon discovery of the cultural resource. A meeting shall be convened between the developer, the project archaeologist**, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the County Archaeologist to discuss the significance of the find. At the meeting with the aforementioned parties, a decision is to be made, with the concurrence of the County Archaeologist, as to the appropriate treatment (documentation, recovery, avoidance, etc.) for the cultural resource. Resource evaluations shall be limited to nondestructive analysis.

Further ground disturbance shall not resume within the area of the discovery until the appropriate treatment has been accomplished.

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

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

Plan: PPT230048 Parcel: 317260017

60. Prior To Grading Permit Issuance

Planning-CUL

060 - Planning-CUL. 1 ECS sheet (cultural) Not Satisfied

Prior to issuance of grading permits: the developer/ applicant shall provide evidence to the Riverside County Planning Department that an Environmental Constraints Sheet has been included in the Grading Plans. This sheet shall indicate an area that will be used, if needed, for reburial of any artifacts that have been identified during grading and cannot be avoided. This area will be protected and not disturbed in the future. This is confidential information and the exact nature of this area will not be called out on the grading plans.

060 - Planning-CUL. 2 Native American Monitor Not Satisfied

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), 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.

060 - Planning-CUL. 3 Project Archaeologist Not Satisfied

Prior to issuance of grading permits: The applicant/developer shall provide evidence to the County of Riverside Planning Department that a County certified professional archaeologist (Project Archaeologist) has been contracted to implement a Cultural Resource Monitoring Program (CRMP). A Cultural Resource Monitoring Plan shall be developed that addresses the details of all activities and provides procedures that must be followed in order to reduce the impacts to cultural and historic resources to a level that is less than significant as well as address potential impacts to undiscovered buried archaeological resources associated with this project. A fully executed copy of the contract and a wet-signed copy of the Monitoring Plan shall be provided to the County Archaeologist to ensure compliance with this condition of approval.
Working directly under the Project Archaeologist, an adequate number of qualified Archaeological Monitors shall be present to ensure that all earth moving activities are observed and shall be on-site during all grading activities for areas to be monitored including off-site improvements. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The frequency and location of inspections will be determined by the Project Archaeologist.

70. Prior To Grading Final Inspection

Planning-CUL

070 - Planning-CUL. 1 Artifact Disposition Not Satisfied

Prior to Grading Permit Final Inspection, the landowner(s) shall relinquish ownership of all cultural resources that are unearthed on the Project property during any ground-disturbing activities, including previous investigations and/or Phase III data recovery.
Historic Resources- all historic archaeological materials recovered during the archaeological investigations (this includes collections made during an earlier project, such as testing of

Plan: PPT230048 Parcel: 317260017

70. Prior To Grading Final Inspection

Planning-CUL

070 - Planning-CUL. 1 Artifact Disposition (cont.) Not Satisfied

archaeological sites that took place years ago), shall be curated at the Western Science Center, a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines

Prehistoric Resources- One of the following treatments shall be applied.

a. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures to protect the reburial area from any future impacts. Reburial shall not occur until all required cataloguing, analysis and studies have been completed on the cultural resources, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial processes shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV Report. The Phase IV Report shall be filed with the County under a confidential cover and not subject to a Public Records Request.

b. If reburial is not agreed upon by the Consulting Tribes then the resources shall be curated at a culturally appropriate manner at the Western Science Center, a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the County. There shall be no destructive or invasive testing on sacred items, burial goods and Native American human remains.

070 - Planning-CUL. 2 Phase IV Monitoring Report Not Satisfied

Prior to Grading Permit Final Inspection, a Phase IV Cultural Resources Monitoring Report shall be submitted that complies with the Riverside County Planning Department's requirements for such reports for all ground disturbing activities associated with this grading permit. The report shall follow the County of Riverside Planning Department Cultural Resources (Archaeological) Investigations Standard Scopes of Work posted on the TLMA website. The report shall include results of any feature relocation or residue analysis required as well as evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting and evidence that any artifacts have been treated in accordance to procedures stipulated in the Cultural Resources Management Plan.

RIVERSIDE COUNTY
PLANNING DEPARTMENT

John Hildebrand
Planning Director

February 06, 2025

RE: AB 52 Consultation Conclusion Letter for GPA230008, PPT230048

Dear Mr. Ontiveros,

An AB 52 notification for this project was sent to you via email on January 08, 2024. The Riverside County Planning Department ("Planning") received your request on behalf of the Soboba Band of Luiseno Indians for AB 52 consultation on the Project. On February 08, 2024, the Planning Department provided the following project information via email to you: "*A Phase I Cultural Resources Study for the Thrifty Oil Warehouse Project*". Also attached to this communication were the project conditions of approval and the Advisory Notification Document. Meetings were held on February 14, 2024, April 03, 2024, and January 22, 2025, in which this project was discussed. Soboba told Planning that the project was situated within the boundaries of a Tribal Cultural Resource, CA-RIV-13300, or the *Q'axall'pah* cultural landscape. Soboba also provided specific information regarding the components of the landscape. Soboba provided TCR mitigation measure recommendations to mitigate impacts to the TCR landscape, which Planning agreed to. These included the following:

MM-TCR-01: Human Remains If human remains are found on this site, the developer/permit holder or any successor in interest shall comply with State Health and Safety Code Section 7050.5. Pursuant to State Health and Safety Code Section 7050.5, if human remains are encountered, no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted by the Coroner within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "Most Likely Descendant". The Most Likely Descendant shall then make recommendations and engage in consultation with the

property owner concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

MM-TCR-02: Unanticipated Resource The developer/permit holder or any successor in interest shall comply with the following for the life of this permit. If during ground disturbance activities, unanticipated cultural resources* are discovered, the following procedures shall be followed:
• All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted and the applicant shall call the Riverside County Planning Department, County Archaeologist immediately upon discovery of the cultural resource.
• A meeting shall be convened between the developer, the project archaeologist**, the Native American tribal representative(s) (or other appropriate ethnic/cultural group representative), the County Archaeologist or appropriate representative from the Riverside County Planning Department to discuss the significance of the find. At the meeting with the aforementioned parties, a decision is to be made, with the concurrence of the County Archaeologist or appropriate representative from the Riverside County Planning Department, as to the appropriate treatment (avoidance, documentation, recovery, etc.) for the Tribal Cultural Resource. All proposed evaluations shall be limited to nondestructive analysis, and subject to approval by the consulting tribe(s).
• Further ground disturbance shall not resume within the area of the discovery until the appropriate treatment has been accomplished.

MM-TCR-03: Native American Monitor Prior to the issuance of grading permits, the developer/permit applicant shall enter into agreement(s) with the consulting tribe(s) for the appropriate number of Native American Monitor(s). In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) shall attend the pre-grading meeting with the contractors to provide Cultural Sensitivity Training for all construction personnel. In addition, an adequate number of Native American Monitor(s) shall be on-site during all initial ground disturbing activities and excavation of soils in each portion of the project site including clearing, grubbing, tree removals, grading and trenching. In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of Tribal Cultural Resources. Activities will be documented in Tribal Monitoring Notes which will be provided to the applicant on a regular basis and required to be submitted as part of the Phase IV Report to

the County Archaeologist prior to grading final inspection. The developer/permit applicant shall submit a fully executed copy of the agreement(s) to the County Archaeologist or appropriate representative form Riverside County Planning Department to ensure compliance with this mitigation measure and associated condition of approval. Upon verification, the Archaeologist shall clear this condition. This agreement shall not modify any condition of approval or mitigation measure.

Based on the above, and in accordance with Public Resource Code section 21080.3.2(b), Planning has acted in good faith and made reasonable efforts to consult with Soboba on this project and considers AB 52 consultation concluded as of this letter's date. Planning will notify Soboba when the Project's environmental document is released for the public review period as well as when the Project is scheduled for a public hearing.

Sincerely,



Heather Thomson
County Archaeologist

ADVISORY NOTIFICATION DOCUMENT

COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY

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

The following notifications are included as part of the recommendation of approval for PPT230048. They are intended to advise the applicant of various Federal, State and County regulations applicable to this entitlement and the subsequent development of the subject property.

Planning-CUL

Planning-CUL. 1 Human Remains

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

Planning-CUL. 2 PDA 8407 Accepted

County Archaeological Report (PDA) No. 8407 submitted for this project (PPT230048) was prepared by BFSA Environmental Services, a Perennial Company and is entitled: "A PHASE I CULTURAL RESOURCES STUDY FOR THE THRIFTY OIL WAREHOUSE PROJECT", dated January 16, 2024.
PDA concludes: The Phase I cultural resources assessment for the Thrifty Oil Warehouse Project did not identify any cultural resources. However, the property is located in proximity to multiple prehistoric and historic resources and has been impacted by agricultural use, partial development, and clearing. These impacts typically remove evidence of surface scatters of cultural artifacts.
Therefore, given the past impacts to the property coupled with the frequency of resources within the one mile, the obstructed ground visibility during the survey, and the noted historic occupation of the property, there still remains potential for the inadvertent discovery of archaeological resources during grading. As such, a cultural resources Mitigation Monitoring and Reporting
Program (MMRP) is recommended as a condition of approval for this property, which should include the monitoring of all ground-disturbing activities within the property by an archaeologist and Native American monitor.
PDA recommends: As a condition of project approval, a MMRP is recommended to identify any cultural resources that may be uncovered during grading and, subsequently, to mitigate potential impacts to any discovered archaeological resources evaluated as significant.
These documents are herein incorporated as a part of the record for project.

Planning-CUL. 3 Unanticipated Resources

ADVISORY NOTIFICATION DOCUMENT

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

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

All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted and the applicant shall call the County Archaeologist immediately upon discovery of the cultural resource. A meeting shall be convened between the developer, the project archaeologist**, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the County Archaeologist to discuss the significance of the find. At the meeting with the aforementioned parties, a decision is to be made, with the concurrence of the County Archaeologist, as to the appropriate treatment (documentation, recovery, avoidance, etc.) for the cultural resource. Resource evaluations shall be limited to nondestructive analysis.

Further ground disturbance shall not resume within the area of the discovery until the appropriate treatment has been accomplished.

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

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

Plan: PPT230048 Parcel: 317260017

60. Prior To Grading Permit Issuance

Planning-CUL

060 - Planning-CUL. 1 ECS sheet (cultural) Not Satisfied

Prior to issuance of grading permits: the developer/ applicant shall provide evidence to the Riverside County Planning Department that an Environmental Constraints Sheet has been included in the Grading Plans. This sheet shall indicate an area that will be used, if needed, for reburial of any artifacts that have been identified during grading and cannot be avoided. This area will be protected and not disturbed in the future. This is confidential information and the exact nature of this area will not be called out on the grading plans.

060 - Planning-CUL. 2 Native American Monitor Not Satisfied

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), 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.

060 - Planning-CUL. 3 Project Archaeologist Not Satisfied

Prior to issuance of grading permits: The applicant/developer shall provide evidence to the County of Riverside Planning Department that a County certified professional archaeologist (Project Archaeologist) has been contracted to implement a Cultural Resource Monitoring Program (CRMP). A Cultural Resource Monitoring Plan shall be developed that addresses the details of all activities and provides procedures that must be followed in order to reduce the impacts to cultural and historic resources to a level that is less than significant as well as address potential impacts to undiscovered buried archaeological resources associated with this project. A fully executed copy of the contract and a wet-signed copy of the Monitoring Plan shall be provided to the County Archaeologist to ensure compliance with this condition of approval.
Working directly under the Project Archaeologist, an adequate number of qualified Archaeological Monitors shall be present to ensure that all earth moving activities are observed and shall be on-site during all grading activities for areas to be monitored including off-site improvements. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The frequency and location of inspections will be determined by the Project Archaeologist.

70. Prior To Grading Final Inspection

Planning-CUL

070 - Planning-CUL. 1 Artifact Disposition Not Satisfied

Prior to Grading Permit Final Inspection, the landowner(s) shall relinquish ownership of all cultural resources that are unearthed on the Project property during any ground-disturbing activities, including previous investigations and/or Phase III data recovery.
Historic Resources- all historic archaeological materials recovered during the archaeological investigations (this includes collections made during an earlier project, such as testing of

Plan: PPT230048 Parcel: 317260017

70. Prior To Grading Final Inspection

Planning-CUL

070 - Planning-CUL. 1 Artifact Disposition (cont.) Not Satisfied

archaeological sites that took place years ago), shall be curated at the Western Science Center, a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines

Prehistoric Resources- One of the following treatments shall be applied.

a. Reburial of the resources on the Project property. The measures for reburial shall include, at least, the following: Measures to protect the reburial area from any future impacts. Reburial shall not occur until all required cataloguing, analysis and studies have been completed on the cultural resources, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial processes shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV Report. The Phase IV Report shall be filed with the County under a confidential cover and not subject to a Public Records Request.

b. If reburial is not agreed upon by the Consulting Tribes then the resources shall be curated at a culturally appropriate manner at the Western Science Center, a Riverside County curation facility that meets State Resources Department Office of Historic Preservation Guidelines for the Curation of Archaeological Resources ensuring access and use pursuant to the Guidelines. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees necessary for permanent curation. Evidence of curation in the form of a letter from the curation facility stating that subject archaeological materials have been received and that all fees have been paid, shall be provided by the landowner to the County. There shall be no destructive or invasive testing on sacred items, burial goods and Native American human remains.

070 - Planning-CUL. 2 Phase IV Monitoring Report Not Satisfied

Prior to Grading Permit Final Inspection, a Phase IV Cultural Resources Monitoring Report shall be submitted that complies with the Riverside County Planning Department's requirements for such reports for all ground disturbing activities associated with this grading permit. The report shall follow the County of Riverside Planning Department Cultural Resources (Archaeological) Investigations Standard Scopes of Work posted on the TLMA website. The report shall include results of any feature relocation or residue analysis required as well as evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting and evidence that any artifacts have been treated in accordance to procedures stipulated in the Cultural Resources Management Plan.

COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY
Rania Odenbaugh, MBA., MPM.
TLMA Agency Director

06/17/25, 2:55 pm **PPT230048**

ADVISORY NOTIFICATION DOCUMENT

The following notifications are included as part of the recommendation of approval for PPT230048. They are intended to advise the applicant of various Federal, State and County regulations applicable to this entitlement and the subsequent development of the subject property.

Advisory Notification

Advisory Notification. 1 AND - Preamble

This Advisory Notification Document is included as part of the justification for the recommendation of approval of General Plan Amendment No. 230008 (GPA230008), Change of Zone No. 2300030 (CZ2300030), and Plot Plan No. 230048 (PPT230048) and is intended to advise the applicant of various Federal, State and County regulations applicable to this entitlement and the subsequent development of the subject property in accordance with approval of that entitlement and are in addition to the applied conditions of approval.

Advisory Notification. 2 AND - Project Description & Operational Limits

Plot Plan (PPT) No. 230048 proposes to construct a 185,912 square foot (SF) concrete tilt up, non-refrigerated warehouse on 9.62 acres of vacant land designated as APN:317 260 017 and 317 260 018. The proposed Project would include one 176,912 SF warehouse with 23 dock doors and two 4,500 SF office spaces with mezzanines for a total square footage of 185,912 SF, with related landscaping, drainage basin, and parking. The Project site will be accessed via a shared driveway on Tobacco Avenue, will include 33 truck trailer parking spaces, and 126 parking spaces. The Project also includes dedication of approximately 0.90 acres for public right of way improvements to be built along Tobacco Road and Placentia Avenue, including a “multipurpose trail,” and off site utility improvements.

General Plan Amendment (GPA) No. 230008 is a proposal to change the General Plan Foundation Component and Land Use designation for two lots from Rural Community-Very Low Density Residential (RC-VLDR) to Community Development – Business Park (CD-BP).

Change of Zone (CZ) No. 2300030 is a proposal to change the zoning classification from and Rural Residential (R-R-1) to Industrial Park (I-P).

Advisory Notification. 3 AND - Design Guidelines

Compliance with applicable Design Guidelines:
1. County Wide Design Guidelines and Standards

Advisory Notification. 4 AND - Exhibits

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

Exhibit A (Site Plan), dated 06/25/2025

ADVISORY NOTIFICATION DOCUMENT

Advisory Notification

Advisory Notification. 4 AND - Exhibits (cont.)

Exhibit B (Elevations), dated 06/25/2025
Exhibit C (Floor Plans), dated 06/25/2025
Exhibit D (Details), dated 06/25/2025
Exhibit G (Grading Plan), dated 06/25/2025
Exhibit H (Line of Sight Analysis), dated 06/25/2025
Exhibit L (Conceptual Landscaping and Irrigation Plans), dated 06/25/2025
Exhibit M (Material & Color Board), dated 06/25/2025
Exhibit P (Photometric Plan), dated 06/25/2025
Exhibit T(Truck Turning & Stacking) , dated 06/25/2025
Exhibit W (Wall & Fencing), dated 06/25/2025

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

1. Compliance with applicable Federal Regulations, including, but not limited to:
   - National Pollutant Discharge Elimination System (NPDES)
     - Clean Water Act
     - Migratory Bird Treaty Act (MBTA)

2. Compliance with applicable State Regulations, including, but not limited to:
   - The current Water Quality Management Plan (WQMP) Permit issued by the applicable Regional Water Quality Control Board (RWQCB.)
   - Government Code Section 66020 (90 Days to Protest)
   - Government Code Section 66499.37 (Hold Harmless)
   - Native American Cultural Resources, and Human Remains (Inadvertent Find)
   - School District Impact Compliance
   - Current California Building Code (CBC)
   - Current California Fire Code Requirements
   - Public Resources Code Section 5097.94 & Sections 21073 et al - AB 52 (Native Americans: CEQA)

3. Compliance with applicable County Regulations, including, but not limited to:
   - Ord. No. 348 (Land Use Planning and Zoning Regulations)
   - Ord. No. 413 (Regulating Vehicle Parking)
   - Ord. No. 457 (Building Requirements)
   - Ord. No. 458 (Regulating Flood Hazard Areas & Implementing National Flood Insurance Program)
   - Ord. No. 460 (Division of Land)
   - Ord. No. 461 (Road Improvement Standards)
   - Ord. No. 484 (Control of Blowing Sand)
   - Ord. No. 655 (Regulating Light Pollution)
   - Ord. No. 671 (Consolidated Fees)
   - Ord. No. 787 (Fire Code)
   - Ord. No. 847 (Regulating Noise)
   - Ord. No. 857 (Business Licensing)
   - Ord. No. 859 (Water Efficient Landscape Requirements)
   - Ord. No. 915 (Regulating Outdoor Lighting)

ADVISORY NOTIFICATION DOCUMENT

Advisory Notification

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

4. Mitigation Fee Ordinances
   - Ord. No. 659 Development Impact Fees (DIF)
   - Ord. No. 663 Stephens Kangaroo Rat Habitat Conservation Plan (SKR)
   - Ord. No. 810 Western Riverside County Multiple Species Habitat Conservation Plan (WRCMSHCP)
   - Ord. No. 824 Western Riverside County Transportation Uniform Mitigation Fee (WR TUMF)

Advisory Notification. 6 AND - Graffiti Abatement

Any graffiti painted or marked upon the premises or on any adjacent area under the control of the Project shall be removed and/or abated within 24 hours.

Advisory Notification. 7 AND - Hold Harmless

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

(a) any claim, action, or proceeding against the COUNTY to attack, set aside, void, or annul an approval of the COUNTY, its advisory agencies, appeal boards, or legislative body concerning PPT230048 or its associated environmental documentation; and,

(b) any claim, action or proceeding against the COUNTY to attack, set aside, void or annul any other decision made by the COUNTY concerning PPT230048 including, but not limited to, decisions made in response to California Public Records Act requests; and

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

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

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

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

ADVISORY NOTIFICATION DOCUMENT

Advisory Notification

Advisory Notification. 7 AND - Hold Harmless (cont.)

Act request made by a petitioner in any legal challenge to the Project when the petitioner is using the Public Records Act request as a means of obtaining the administrative record for LITIGATION purposes. Within ten (10) days of written notice from COUNTY, applicant/permittee shall make such additional deposits.

Advisory Notification. 8 AND - Mitigation Measures

Mitigation Measures from the project's Initial Study-Mitigated Negative Declaration have been incorporated as conditions of approval of this project where appropriate. Beyond these conditions of approval that have been incorporated, development of the project shall conform to the analysis, conclusions, and mitigation measures of the project's Initial Study-Mitigated Negative Declaration.

BS-Plan Check

BS-Plan Check. 1 Gen - Custom

NOTIFICATIONS:
CODE/ORDINANCE REQUIREMENTS:
The applicant shall obtain the required building permit(s) from the building department prior to any construction on the property. All building plans and supporting documentation shall comply with current adopted California Building Codes, Riverside County Ordinances regulations in effect at the time of building plan submittal and fee payment to the Building Department. All Building Department plan submittal and fee requirements shall apply.
NOTE: The new updated 2022 California Building Codes will be in effect as of January 1st, 2023, as mandated by the state of California. Any building plan and fee payment submitted to the building department on or after January 1st, 2023, will be subject to the new updated California Building Code(s).
PERMIT ISSUANCE:
Per section 105.1 (2022 California Building Code, CBC): Where any owner or authorized agent intends to construct, enlarge, alter , repair, move, demolish or change the occupancy of a building or structure, or to erect, install, enlarge, alter, repair, remove, convert, or replace any electrical, gas, mechanical, or plumbing system, the regulation of which is governed by this code, or to cause any such work to be done, shall first make application to the building official and obtain the required permit.
The applicant shall obtain the required building permit(s) from the building department prior to any construction or placement of any building, structure or equipment on the property.
The applicant shall obtain an approved final building inspection and certificate of occupancy from the building department prior to any use or occupancy of the building, or structure.
At no time shall the approval of the planning case exhibit allow for the construction or use of any building, structure, or equipment. In residential applications, each separate structure will require a separate building permit.
LIQUEFACTION
If this project is in an area with potential for soil liquefaction, per Section CBC Section 1803.5, a geotechnical assessment of this condition is required and, according to Section 1803, the assessment must be conducted by a licensed design professional. If the assessment indicates that the condition, if not corrected, would lead to structural defects, the assessment shall recommend corrective action which is likely to prevent structural damage.
Note: Per Section 1803.2, this assessment does not necessarily have to take the form of a full Soil Report. It

ADVISORY NOTIFICATION DOCUMENT

BS-Plan Check

BS-Plan Check. 1 Gen - Custom (cont.)

can take the form of a letter stating that the design professional of record for this project has assessed the site and has either provided corrective actions or that the specific site conditions do not warrant corrective action."
Flood Zones
If this project is in an area designated as a flood zone, the applicant will be required to contact the flood department for potential additional requirements, prior to the acceptance of building permit application(s). Requirements may include but be limited to: Flood elevation, flow velocity, high flow depth, scour depth, elevated pad or finish floor heights, and anchoring foundation systems. Where the proposed project is to be located in a high flow area within the flood zone, S.P.A. foundation plans may not be applicable, and an engineered foundation design would be required. Design parameter's necessary for the foundation system will be provided by the Flood Control Dept. The Riverside County Flood Control Department can be contacted @ (951) 955-1200 for further information.
HIGH FIRE SEVERITY ZONE
If this project is in A high fire zone area, CRC 337 OR CBC 7A shall apply.

E Health

E Health. 1 DEH-ECP COMMENT

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

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

Fire

Fire. 1 Adverse Impact Mitigation - DIF

The Riverside County Fire Department, Fire Planning Division reviews proposed development projects throughout the county and its partner cities. Our evaluation focuses on ensuring compliance with departmental standards, including response times, existing fire station locations, equipment availability, and the anticipated impact on service requests resulting from these proposed developments.

Our department provides cooperative integrated regional fire protection services throughout Riverside County and its partner cities. The three closest Riverside County Fire Department and partner city fire stations by response times are as follows:

Fire Station 90 – 333 Placentia Avenue, Perris; it is approximately 4.05 minutes away.
Fire Station 101 – 105 South F Street, Perris; it is approximately 5.25 minutes away.
Fire Station 59 – 21510 Pinewood Street, Perris; it is approximately 5.48 minutes away.

This project will contribute to a cumulative adverse impact on the fire department's ability to provide an

ADVISORY NOTIFICATION DOCUMENT

Fire

Fire. 1 Adverse Impact Mitigation - DIF (cont.)

acceptable level of service. These impacts include an increased number of emergency and public service calls due to the increased number of structures, traffic, and population. These stations are currently operating at or above their optimal capacity. Generally, a station can sustain a maximum of around 3000 calls for service per year. To mitigate these impacts, the project will be subject to Development Impact Fees in accordance with the County's fee schedule.

If we can be of further assistance, please feel free to contact the Riverside County Fire Department, Office of the Fire Marshal, Fire Planning Division at (951) 955-4777 or rvcplanningsubmittals@fire.ca.gov.

Fire. 2 General Fire Department Advisory Comments

With respect to the planning conditions for the referenced project, the fire department requires the following fire protection measures be provided in accordance with Riverside County Ordinances, the 2022 California Fire Code (CFC) as adopted and amended by the County of Riverside and/or recognized fire protection standards.

These conditions are preliminary and further review will be conducted upon receipt of additional entitlement and/or construction submittals. Additional requirements may be required based upon the adopted codes at the time of submittal.

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

2. Fire Protection Water Supplies/Hydrants - The minimum number of fire hydrants required, as well as the location and spacing of fire hydrants, shall comply with CFC Appendix C and NFPA 24. Fire hydrants shall be located no more than 400 feet from all portions of the exterior of the building along an approved route on a fire apparatus access road, unless otherwise approved by the Fire Department. Fire hydrants shall be at least 40 feet from the building it is serving. A fire hydrant shall be located within 20 to 100 feet of the fire department connection for buildings protected with a fire sprinkler system. The size and number of outlets required for the approved fire hydrants are 4” x 2 ½” x 2 ½” (super hydrant). Reference CFC 507.5, CFC Appendix C and NFPA 24.

3. Fire Department Access - Fire apparatus access roads shall be provided to within 150 feet of all exterior portions of buildings, unless otherwise approved by the Fire Department. Fire apparatus access roads shall have an unobstructed width of not less than 24 feet. Dead-end fire apparatus access roads in excess of 150 feet shall be provided with an approved turn around. The minimum required turning radius of a fire apparatus access road is 45 feet outside radius and 21 feet inside radius. The construction of the fire apparatus access roads shall be all weather and capable of sustaining 80,000 lbs. Unless otherwise approved, the grade of a fire apparatus access road shall not exceed 16 percent and the cross slope shall not exceed 2.5 percent. The angles of approach and departure for fire apparatus access roads shall be a maximum of 6 percent grade change for 25 feet of approach/departure. Reference CFC 503.1.1, 503.2.1 as amended by the County of Riverside and Riverside County Office of the Fire Marshal Guidelines.

4. Fire Department Access Turn Around - Dead-end fire apparatus access roads in excess of 150 feet in

ADVISORY NOTIFICATION DOCUMENT

Fire

Fire. 2 General Fire Department Advisory Comments (cont.)

length shall be provided with a bulb turnaround at the terminus measuring a minimum of 45 feet outside radius and 21 feet inside radius. Parallel parking around the perimeter of the bulb is acceptable provided the bulb outside turning radius is increased by 8 feet. In-lieu of a bulb, a hammer-head type turnaround is acceptable where the top of the "T" dimension is 120 feet with the stem in the center. Additional turnaround designs may be acceptable as approved by the Fire Department. Reference CFC 503.1.1, 503.2.1 as amended by the County of Riverside and Riverside County Office of the Fire Marshal Guidelines.

5. Secondary Access – Unless otherwise approved by the Fire Department, dead end fire apparatus access roads shall not exceed (660 feet for Very High Fire Hazard Severity Zone and High Fire Hazard Severity Zone areas. 800 feet for Moderate Fire Hazard Severity Zone. 1,320 feet). Secondary egress/access fire apparatus access roads shall provide independent egress/access from/to the area or as otherwise approved by the Fire Department. Secondary egress/access fire apparatus access roads shall be as remote as possible from the primary fire apparatus access road to reduce the possibility that both routes will be obstructed by a single emergency. Additional fire apparatus access roads based on the potential for impairment by vehicle congestion, condition of terrain, climatic conditions, anticipated magnitude of a potential incident, or other factors that could limit access may be required by the Fire Department. Reference CFC 503.1.2 and Riverside County Office of the Fire Marshal Guidelines.

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

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

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

9. Unlimited Area Building - Based upon the building construction type and requirements of the California Building Code (CBC), 60 feet of open space (with some reductions permitted) may be required around the building. Consult with your architect for additional information. Reference CBC 507.

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

11. Gate Access: All electronically operated gates shall be provided with Knox key switches and automatic sensors for access. These gates shall be provided with access to gate equipment or another method to open the gate if there is a power failure. (Manual gates shall not be locked unless a Knox Box containing the key to the lock is installed in an approved location on the approach side of the gate). A pedestrian gate, if used to provide access, shall be a minimum 3 feet wide and provided with a Knox Box/Padlock if locked. Reference CFC 506.1.

12. Fire Department Access Doors – If high piled storage will be utilized in the building, Fire Department

ADVISORY NOTIFICATION DOCUMENT

Fire

Fire. 2 General Fire Department Advisory Comments (cont.)

Access Doors may be required every 150 feet along all portions of the interior of the building that are along the fire apparatus access road. Reference CFC 3206.7.

13. Water Plans: If fire hydrants are required to be installed, applicant/developer shall furnish the water system fire hydrant plans to the Fire Department for review and approval prior to building permit issuance. Plans shall be signed by a registered civil engineer, and shall confirm hydrant type, location, spacing, and minimum fire flow. Once plans are signed and approved by the local water authority, the originals shall be presented to the Fire Department for review and approval. Reference CFC 105.4.1.

14. Emergency Responder Communication Coverage Systems - Projects that do not meet the exceptions set forth by the Riverside County Office of the Fire Marshal shall provide plans for an emergency responder radio coverage system. Reference CFC 510.1 and Riverside County Office of the Fire Marshal Guidelines.

Planning

Planning. 1 015 - Planning - Landscape Requirement

Landscape Requirement

This condition applies to both onsite and offsite (ROW) landscaping:

The developer/ permit holder shall:
1) Ensure all landscape and irrigation plans are in conformance with the APPROVED EXHIBITS;
2) Ensure all landscaping is provided with California Friendly landscaping and a weather-based irrigation controller(s) as defined by County Ordinance No. 859;
3) Ensure that irrigation plans which may use reclaimed water conform with the requirements of the local water purveyor; and,
4) Be responsible for maintenance, viability and upkeep of all slopes, landscaped areas, and irrigation systems until the successful completion of the twelve (12) month inspection or those operations become the responsibility of the individual property owner(s), a property owner's association, or any other successor-in-interest, whichever occurs later.

To ensure ongoing maintenance, the developer/ permit holder or any successor-in-interest shall:
1) Connect to a reclaimed water supply for landscape irrigation purposes when reclaimed water is made available.
2) Ensure that landscaping, irrigation and maintenance systems comply with the Riverside County Guide to California Friendly Landscaping, and Ordinance No. 859.
3) Ensure that all landscaping is healthy, free of weeds, disease and pests.

Planning. 2 Business Licensing

Every person conducting a business within the unincorporated area of Riverside County, as defined in Riverside County Ordinance No. 857, shall obtain a business license. For more information regarding business registration, contact the Business Registration and License Program Office of the Building and Safety Department.

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 3 Causes for Revocation

In the event the use hereby permitted under this permit,
a) is found to be in violation of the terms and conditions of this permit,
b) is found to have been obtained by fraud or perjured testimony, or
c) is found to be detrimental to the public health, safety or general welfare, or is a public nuisance, this permit shall be subject to the revocation procedures.

Planning. 4 Ceased Operations

In the event the use hereby permitted ceases operation for a period of one (1) year or more, this approval shall become null and void.

Planning. 5 Construction Traffic Control

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

Planning. 6 Expiration Date Use Case

This approved permit shall be used within NINE (9) years from the approval date; otherwise, the permit shall be null and void.

The term used shall mean the beginning of construction pursuant to a validly issued building permit for the use authorized by this approval. Prior to the expiration of the 9 years, the permittee/applicant may request an extension of time to use the permit. The extension of time may be approved by the Assistant TLMA Director upon a determination that a valid reason exists for the permittee not using the permit within the required period. If an extension is approved, the total time allowed for use of the permit shall not exceed ten (10) years.

Planning. 7 Fugitive Dust

The Project is required to comply with the provisions of the SCAQMD Rule 403 “Fugitive Dust.” Rule 403 requires implementation of best available dust control measures during construction activities that generate fugitive dust, such as earth moving, grading, and construction equipment travel on unpaved roads. To comply with Rule 403, and prior to grading permit issuance, the County of Riverside shall verify that notes are specified on the Project’s grading plans requiring Rule 403 compliance. Project construction contractors would be required to ensure compliance with the notes and permit periodic inspection of the construction site by County of Riverside staff or its designee to confirm compliance. To comply with Rule 403:

- In order to limit fugitive dust emissions, all clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour (mph) per SCAQMD guidelines.
- The construction contractor(s) shall ensure that all distributed unpaved roads and disturbed areas

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 7 Fugitive Dust (cont.)

within the Project site are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three (3) times a day, preferably in the mid-morning, afternoon, and after work is done for the day.

- The construction contractor(s) shall ensure that traffic speeds on unpaved roads and the Project site area are reduced to 15 miles per hour or less.

Planning. 8 Industrial Occupant Change

Prior to initial occupancy, upon tenant/occupant change, or upon change in industrial use, the permit holder shall provide a letter from the Planning Department to Building & Safety verifying no need for further environmental, hazardous materials or air quality review as a result of the change.

Planning. 9 Logistics/Warehouse – General/Operational Measures

The following measures shall be complied with generally through design/permitting of the project and through continued operation of the project.

1. On-site speed bumps shall not be allowed. Truck loading bays and drive aisles shall be designed to minimize truck noise.

2. Facility operators shall prohibit truck drivers from idling more than five (5) minutes and require operators to turn off engines when not in use, in compliance with the California Air Resources Board regulations.

3. All lighting used in conjunction with a warehouse/distribution facility operations, shall be directed down into the interior of the site and not spill over onto adjacent properties.

4. Facility operators shall maintain records of their facility owned and operated fleet equipment and ensure that all diesel-fueled Medium-Heavy Duty Trucks (“MHDT”) and Heavy-Heavy Duty (“HHD”) trucks with a gross vehicle weight rating greater than 19,500 pounds accessing the site use year CARB compliant 2010 or newer engines. The records should be maintained on-site and be made available for inspection by the County.

5. Facility operators shall train their managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.

6. Facility operators shall coordinate with CARB and SCAQMD to obtain the latest information about regional air quality concentrations, health risks, and trucking regulations.

7. Facility operators shall establish specific truck routes between the facility and regular destinations, identifying the most direct routes to the nearest highway/freeway and avoid traveling near sensitive receptors.

8. Facility operators shall require their drivers to park and perform any maintenance of trucks in designated on-site areas and not within the surrounding community or on public streets.

9. Facility operators for sites that exceed 250 employees shall establish a rideshare program, in

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 9 Logistics/Warehouse – General/Operational Measures (cont.)

accordance with AQMD rule 2202, with the intent of discouraging single-occupancy vehicle trips and promote alternate modes of transportation, such as carpooling and transit where feasible.

10. If a public address (PA) system is being used in conjunction with a warehouse/distribution facility operations, the PA system shall be oriented away from sensitive receptors and the volume set at a level not readily audible past the property line.

11. Facility Operation shall comply with the exterior noise decibel levels as required by Ord. 847 (Noise Ordinance), which includes a maximum exterior decibel level of 55 dba (between 7:00 a.m. and 10:00 p.m.) and 45 dba (between 10:00 p.m. and 7:00 a.m.) as measured on adjacent occupied residences, or as modified by the most current version of Ordinance No. 847.

12. Each Facility shall designate a Compliance Officer responsible for implementing the measures described herein and/or in the project conditions of approval and mitigation measures. Contact information should be provided to the County and updated annually, and signs should be posted in visible locations providing the contact information for the Compliance Officer to the surrounding community. These signs shall also identify the website and contact information for the South Coast Air Quality Management District.

13. On-site equipment, such as forklifts, shall be electric with the necessary electrical charging stations provided.

Planning. 10 No Outdoor Advertising

No outdoor advertising display, sign or billboard (not including on-site advertising or directional signs) shall be constructed or maintained within the property subject to this approval.

Planning. 11 No Resident Occupancy

No permanent occupancy shall be permitted within the property approved under this plot plan as a principal place of residence. No person shall use the premises as a permanent mailing address nor be entitled to vote using an address within the premises as a place of residence.

Planning. 12 Outside Storage

No outside storage is proposed as a part of this development proposal.

Planning. 13 Reclaimed Water

The permit holder shall connect to a reclaimed water supply for landscape watering purposes when secondary or reclaimed water is made available to the site.

Planning. 14 Review Fees

Any subsequent submittals required by these conditions of approval, including but not limited to grading plan, building plan, or mitigation and monitoring review, shall be reviewed on an hourly basis (research

ADVISORY NOTIFICATION DOCUMENT

Planning

Planning. 14 Review Fees (cont.)

fee), or other such review fee as may be in effect at the time of submittal, as required by Ordinance No. 671. Each submittal shall be accompanied with a letter clearly indicating which condition or conditions the submittal is intended to comply with.

Planning. 15 SCAQMD Rule 402

The Project is required to comply with the provisions of the SCAQMD Rule 402, "Nuisance" which requires that a person shall not discharge air contaminants or other materials that would cause health or safety hazards to any considerable number of persons or the public.

Planning. 16 Signage

A sign program is not a part of this Project proposal and when submitted shall be in compliance with Article XIX of Ordinance No. 348 in regards to commercial signage.

Planning-CUL

Planning-CUL. 1 Human Remains

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

Planning-CUL. 2 PDA 8407 Accepted

County Archaeological Report (PDA) No. 8407 submitted for this project (PPT230048) was prepared by BFSA Environmental Services, a Perennial Company and is entitled: "A PHASE I CULTURAL RESOURCES STUDY FOR THE THRIFTY OIL WAREHOUSE PROJECT", dated January 16, 2024.
PDA concludes: The Phase I cultural resources assessment for the Thrifty Oil Warehouse Project did not identify any cultural resources. However, the property is located in proximity to multiple prehistoric and historic resources and has been impacted by agricultural use, partial development, and clearing. These impacts typically remove evidence of surface scatters of cultural artifacts.
Therefore, given the past impacts to the property coupled with the frequency of resources within the one mile, the obstructed ground visibility during the survey, and the noted historic occupation of the property, there still remains potential for the inadvertent discovery of archaeological resources during grading. As such, a cultural resources Mitigation Monitoring and Reporting Program (MMRP) is recommended as a condition of approval for this property, which should include the monitoring of all ground-disturbing activities within the property by an archaeologist and Native American monitor.
PDA recommends: As a condition of project approval, a MMRP is recommended to identify any cultural resources that may be uncovered during grading and, subsequently, to mitigate potential impacts to any discovered archaeological resources evaluated as significant.
These documents are herein incorporated as a part of the record for project.

Planning-CUL. 3 Unanticipated Resources

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

ADVISORY NOTIFICATION DOCUMENT

Planning-CUL

Planning-CUL. 3 Unanticipated Resources (cont.)

If during ground disturbance activities, unanticipated cultural resources* are discovered, the following procedures shall be followed:
All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted and the applicant shall call the County Archaeologist immediately upon discovery of the cultural resource. A meeting shall be convened between the developer, the project archaeologist**, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the County Archaeologist to discuss the significance of the find. At the meeting with the aforementioned parties, a decision is to be made, with the concurrence of the County Archaeologist, as to the appropriate treatment (documentation, recovery, avoidance, etc.) for the cultural resource. Resource evaluations shall be limited to nondestructive analysis.
Further ground disturbance shall not resume within the area of the discovery until the appropriate treatment has been accomplished.
* A cultural resource site is defined, for this condition, as being a feature and/or three or more artifacts in close association with each other.
** If not already employed by the project developer, a County approved archaeologist shall be employed by the project developer to assess the significance of the cultural resource, attend the meeting described above, and continue monitoring of all future site grading activities as necessary.

Planning-GEO

Planning-GEO. 1 Gen - Custom

County Geologic Report GEO No. 240009, submitted for the project PPT230048, was prepared by GEO Environmental Resources, Inc., and is titled “Geotechnical Engineering Exploration and Analysis, propose Commercial Building, 23641 Placentia Ave, Perris, CA”, dated February 8, 2024. In addition, GEO Environmental Resources, Inc. prepared “Response to County Geologic Report Review, proposed Commercial Building, 23641 Placentia Ave, Perris, CA” dated November 4, 2024. This document is herein incorporated as a part of GEO240009.

GEO240009 concluded:

1. There are no active faults below the subject property.
2. The site does not lie within the boundaries of an “Earthquake Fault Zone” as defined by the State of California in the Alquist-Priolo Earthquake Fault Zoning Act.
3. The average ground water level is approximately 80 feet below existing ground surface.
4. The liquefaction potential of to cause damage to the structure is unlikely.
5.

GEO240009 recommended:

1. To develop a uniform sub-surface layer with increased support characteristics, following completion of the trees and vegetation removal, the proposed building area to be over-excavated to approximate depth of eight (8) feet below its proposed Rough Finished Grade (RFG) elevation or an equivalent of four (4) feet below the proposed foundation subgrade (whichever is lower in elevation).
2. To mitigate the future potential settlement, due to the presence of the collapsible soils, we are recommending that the proposed building pad be over-excavated to approximate depth of four (4) below bottom of its proposed footings grade.

ADVISORY NOTIFICATION DOCUMENT

Planning-GEO

Planning-GEO. 1 Gen - Custom (cont.)

GEO240009 is hereby approved for Planning purposes associated with PPT230048.

Transportation

Transportation. 1 RCTD - USE - General Transportation Conditions

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

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

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

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

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

The Project shall install street name sign(s) in accordance with County Standard Nos. 1220/1221 and as directed by the Transportation Department.

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

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

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

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

The off-site rights-of-way for access road(s) required by the project shall be accepted to vest title in the

ADVISORY NOTIFICATION DOCUMENT

Transportation

Transportation. 1 RCTD - USE - General Transportation Conditions (cont.)

name of the public if not already accepted.

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

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

Improvement plans for the required improvements must be prepared and shall be based upon a design profile extending a minimum of 300 feet beyond the limit of construction at a grade and alignment as approved by the Riverside County Transportation Department. Completion of road improvements does not imply acceptance for maintenance by County. Street Improvement Plans shall comply with Ordinance No. 461.11, Riverside County Improvement Plan Check Policies and Guidelines, which can be found online http://rctlma.org/trans.

Waste Resources

Waste Resources. 1 Waste - General

Hazardous materials are not accepted at Riverside County landfills. In compliance with federal, state, and local regulations and ordinances, any hazardous waste generated in association with the project shall be disposed of at a permitted Hazardous Waste disposal facility. Hazardous waste materials include, but are not limited to, paint, batteries, oil, asbestos, and solvents. For further information regarding the determination, transport, and disposal of hazardous waste, please contact the Riverside County Department of Environmental Health, Environmental Protection and Oversight Division.

AB 341 focuses on increased commercial waste recycling as a method to reduce greenhouse gas (GHG) emissions. The regulation requires businesses and organizations that generate four or more cubic yards of waste per week and multifamily units of 5 or more, to recycle. A business shall take at least one of the following actions in order to reuse, recycle, compost, or otherwise divert commercial solid waste from disposal:

- Source separate recyclable and/or compostable material from solid waste and donate or self-haul the material to recycling facilities.
- Subscribe to a recycling service with their waste hauler.
- Provide recycling service to their tenants (if commercial or multi-family complex).
- Demonstrate compliance with the requirements of California Code of Regulations Title 14.

For more information, please visit:
www.rivcowm.org/opencms/recycling/recycling_and_compost_business.html#mandatory

Consider xeriscaping and using drought tolerant/low maintenance vegetation in all landscaped areas of the project.
The use of mulch and/or compost in the development and maintenance of landscaped areas within the project boundaries is recommended. Recycle green waste through either onsite composting of grass, i.e., leaving the grass clippings on the lawn, or sending separated green waste to a composting facility.

ADVISORY NOTIFICATION DOCUMENT

Waste Resources

Waste Resources. 1 Waste - General (cont.)

AB 1826 requires businesses and multifamily complexes to arrange for organic waste recycling services. Those subject to AB 1826 shall take at least one of the following actions in order to divert organic waste from disposal:
-Source separate organic material from all other recyclables and donate or self-haul to a permitted organic waste processing facility.
-Enter into a contract or work agreement with gardening or landscaping service provider or refuse hauler to ensure the waste generated from those services meet the requirements of AB 1826.

Comply with SB 1383 which establishes regulations to reduce organics waste disposal and went into effect on January 1, 2022. This law establishes methane emissions reduction targets in a statewide effort to reduce emissions of short-lived climate pollutants caused by organics waste disposal.

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CASE: PPT230048
EXHIBIT: EJ Checklist
DATE: 6/25/2025
PLANNER: KMason
☐ Meeting ☐ Comment Agenda ☑ Final

PROJECT: PPT230068
PERRIS, CA
23641 PLACENTIA AVENUE, PERRIS

Health Risk Reduction	Mitigation Measure or Condition of Approval	Project Design Feature	Policy Not Applicable	Notes (Not to exceed 250 words)
HC 16.5 – Location to Sensitive Receptors. Evaluate the compatibility of unhealthy and polluting land uses being located near sensitive receptors including possible impacts on ingress, egress, and access routes. Similarly, encourage sensitive receptors, such as housing, schools, hospitals, clinics, and childcare facilities to be located away from uses that pose potential hazards to human health and safety.		X		**Compatible Through Project Design Feature:** As a Project Design Feature, the project was located in a primarily industrial area with a few sensitive receptors nearby. The facility will be designed to accommodate a variety of light industrial uses, with no significant unhealthy and polluting impacts. The building and related truck courts are designed to be as far away from sensitive receptors as possible. The EA/IS determined no significant impacts would occur related to Air Quality, Greenhouse Gas Emissions, or Health Risks. The Project was designed to ensure the bulk of the traffic would be directed away from sensitive receptors.
HC 16.6 – Good Neighbor Policy. For large scale logistics, warehouse and distribution projects, address the Good Neighbor Policy for Logistics and Warehouse/Distribution uses criteria adopted by the Board of Supervisors on November 19, 2019, and as may be subsequently amended.		X		**Compatible Through Project Design Feature**: While the Good Neighbor Policy is intended for buildings 300,000 SF and above, as a Project Design Feature, we are nonetheless addressing the intent of most of its guidelines. The Project includes a minimum 600 ft. buffer between the truck court and nearest sensitive receptors, while the County guidance is 300 ft. Applicant has engaged the community by way of community briefing at the MAC and engaged a dedicated community liaison so the neighbors are informed during the development process.
HC 16.10 – Compact Development. Plan for compact development projects in appropriate locations, including in existing communities and the clustering of affordable and mixed-income housing therein, that make the most efficient use of land and concentrate complementary uses close to transit or non-transit mobility options and advocate for expanded transit and non-transit mobility options to serve such areas.			X	**Policy Not Applicable**: Project is an industrial use and includes no housing.

HC 16.14 – Sensitive Receptors, Pesticides and Fertilizers. Assure that sensitive receptors are separated and protected from polluting point sources, as feasible, including agricultural businesses that produce or use pesticides and chemical fertilizers.			X	**Policy Not Applicable:** Project is an industrial use and includes no agricultural operations or use of pesticides or fertilizers other than for landscape maintenance..
HC 16.15 – Site Design and Industrial and Warehousing. Assure that site plan design protects people and land, particularly sensitive land uses such as housing and schools, from air pollution and other externalities associated with industrial and warehouse development through the use of barriers, distance, or similar solutions or measures from emission sources when possible.		X		**Compatible Through Project Design Feature:** As a Project Design Feature, the Project includes a minimum 600 ft buffer between the truck court and nearby sensitive receptors, while the County guidance is 300 ft. The building massing will serve to separate the truck court from the sensitive receptors, as described above. Truck traffic was designed to enter and exit on Placentia Avenue, and travel east to the 215/Placentia Avenue interchange, away from sensitive receptors. The EA/IS determined no significant impacts would occur related to Air Quality, Greenhouse Gas Emissions, or Health Risks.
HC 16.16 – Landscaping, Particulate Matter, and Air Pollution. Apply pollution control measures such as landscaping, vegetation, and green zones (in cooperation with the SCAQMD) and other materials, which trap particulate matter or control air pollution.		X		**Compatible Through Project Design Feature**: The Project is designed to comply with pollution control measures of SQAMD (South Coast Air Quality Management District) and uses materials and equipment to minimize air pollution. Landscaping is designed around the perimeter as well as within various parking areas. The facility will provide approximately 60,774 SF of landscaped area (approximately 15 percent of the net lot area), which meets the 15 percent (or 57,980 SF) minimum required by the County. The Project is consistent with the CAP (Riverside County Climate Action Plan) as it will implement many of the policies that reduce GHG (Greenhouse Gas) emissions. Project will result in approximately 1,706.88 MTCO 2e/yr. which is significantly below the County's screening threshold of 3,000 MTCO2e/yr.

HC 16.18 – Job Creation and Reduction of Vehicle Miles. Promote new development that emphasizes job creation and reduction in vehicle miles traveled in job- poor areas and does not otherwise contribute to onsite emissions to improve air quality.		X		**Compatible Through Project Design Feature:** With the development of the industrial building and in partnership with end user it is anticipated there will be approximately 181 local jobs created[1]. Placing the facility in fairly proximity to the housing rich and job-poor communities of Riverside County, therefore reducing employee commutes and distances traveled between consumer good distribution and retail outlets, which will ultimately lead to the reduction of vehicle miles traveled.
HC 16.22 – Industrial Water Use Discharges and Agriculture and Pesticide/Chemical Use. Discourage industrial uses which use large quantities of water in manufacturing or cooling processes that result in subsequent effluent discharges and encourage agricultural businesses to limit and reduce the production and use of pesticides and chemical fertilizers to the maximum extent possible thereby minimizing contaminated infiltration and runoff, including runoff to the Salton Sea and other standing bodies of water.		X		**Compatible Through Project Design Feature:** The ultimate light industrial and storage use is not expected to generate any industrial water discharge. The Project does not include the use of large quantities of water in manufacturing or cooling processes, nor does it include any agricultural uses. Project design includes underground detention basin to capture onsite storm water run off and grading design will route storm water runoff to this detention basin and ultimately contribute to replenishing the underlying groundwater aquifer. A Water Quality Management Plan (PWQMP) has been submitted for County review, that incorporates stormwater control for the postconstruction condition, and includes Low Impact Development (LID) site design, source control, and treatment control BMPs. The County will review and approve the PWQMP as part of the design for the building and approve design features that reduce runoff that could cause water quality impacts.
HC 16.23 – Industrial and Agriculture Uses and Toxic Contamination. Discourage industrial and agricultural uses which produce significant quantities of toxic emissions into the air, soil, and groundwater to prevent the contamination of these physical environments.			X	**Policy Not Applicable:** Light Industrial Warehouse end users will not be an agriculture use, nor a toxic industrial use, but a light industrial user.

[1] Based on building size and the County of Riverside Plan employee generation factor for every 1,030 SF of light industrial layout, the calculation results in an employee total of approximately 181 (Project layout is approximately 186,695 SF)

HC 16.24 – Compatibility Criteria for Industrial, Agricultural, And Adjacent Land Uses. Ensure compatibility between industrial development and agricultural uses and adjacent land uses. To achieve compatibility, industrial development and agricultural uses will be required to include criteria addressing noise, land, traffic, and greenhouse gas emissions to avoid or minimize creating adverse conditions for adjacent communities.		X		**Compatible Through Project Design Feature:** No significant compatibility issues were identified in the EA/IS related to any environmental resources or impacts to adjacent communities. Project and future occupants will abide by all county regulations including but not limited to those that limit impacts associated with noise, land use, traffic, and GHG.
HC 16.25 – Mining Projects and Compatibility. Require the conversion of mining operations into uses that are compatible with surrounding areas in accordance with the Surface Mining and Reclamation Act.			X	**Policy Not Applicable**: The policy does not apply to the project. Project does not propose development of, nor is it near any mining projects.
Food Access	**Mitigation Measure or Condition of Approval**	**Project Design Feature**	**Policy Not Applicable**	**Notes (Not to exceed 250 words)**
HC 17.2 – Building Setback and Activation of Sidewalks. Orient buildings closer to streets or provide landscaped promenades that connect buildings to bus stops with routes that provide access to shopping centers, grocery stores, and areas where farmer's markets are held.			X	**Policy Not Applicable:** The policy does not apply to the project. An industrial warehouse is proposed in an area without transit stops or commercial uses. However, this Project will be incorporating public streets and sidewalks along its perimeter and a public trail along Placentia Avenue.
HC 17.3 – Site Design and Interior Spaces. Encourage site design for new development to accommodate interior spaces for recreational and other neighborhood uses, such as community gardens and farmer's markets in order to increase access to fresh and healthy foods; and to render such spaces convenient and available to neighboring streets, neighborhoods, and other nearby facilities to fill the void or lack of small grocery stores and increase access to fresh and healthy foods within EJ Communities.			X	**Policy Not Applicable:** The policy does not apply to the project. No proposed recreational or neighborhood uses are feasible within an industrial building.
HC 17.5 – Diverse Food Establishments. Encourage the development of diverse food establishments prioritizing mom and pop healthy food establishments and community kitchens for homemade foods to be sold in areas with a high concentration of fast-food establishments, convenience stores, and liquor stores.			X	**Policy Not Applicable:** The policy does not apply to the project as is it a light industrial use, not a food establishment.

HC 17.6 – Affordable Access to Fruits and Vegetables. Work with local farmers and growers to develop a program to provide affordable access to fruits and vegetables grown in the area to the EJ communities. Identify and establish the location of grocery stores, healthy corner stores, farmer's markets all of which carry a complement of healthy foods to be located in close proximity to transit nodes and other active transportation system links.			X	**Policy Not Applicable**: The policy does not apply to the project as it is not produce related.
HC 17.7 – Edible Landscaping and Community Gardens. Promote edible landscaping and community gardens for suitable public and private land as well as for residential and mixed-use projects.			X	**Policy Not Applicable**: The policy does not apply to the project as it is not a community garden.

Safe & Sanitary Homes	**Mitigation Measure or Condition of Approval**	**Project Design Feature**	**Policy Not Applicable**	**Notes (Not to exceed 250 words)**
HC 18.7 – Polluting Uses and Noticing Requirements. Discourage industrial, agricultural, and other land uses that may pollute and cause health conflicts with residential land uses either directly or indirectly. Ensure that community members are properly notified and involved in the decision-making process for new land-use proposals.		X		**Compatible Through Project Design Feature:** As a light industrial and likely warehousing use, no significant impacts identified in EA/IS; however, to meet Environmental Justice Requirements, and to inform the community pro-actively about the project the Applicant has presented the project to the community at a meeting of the Mead Valley MAC.
HC 18.8 – Design to Limit Exposure of Residential Development. Work with the development community including small property and mobile home park owners so new residential development, particularly for low-income households, is designed to limit their exposure to high noise levels, pesticide and fertilizer exposure, dust pollution, and other potential impacts associated with adjacent industrial and agricultural uses.		X		**Compatible Through Project Design Feature:** As a light industrial and likely warehousing use, it's a use with low impact to the neighbors as identified in the EA/IS. However, to meet Environmental Justice Requirements and to inform the community proactively the project has been presented to Mead Valley MAC.
HC 18.9 – Design and Character of the Surrounding Area. Encourage the location and design of new developments to visually enhance and not degrade the character of the surrounding area through consideration of the following concepts.		X		**Compatible Through Project Design Feature:** The area is largely comprised of big box industrial facilities, or land planned and proposed to be developed into new industrial facilities. The currently undeveloped parcels consist largely of unimproved lots and/or obsolete improvements. The Project is proposed to be constructed consistent with the height limits per the zoning, the proposed building color is

				to be neutral earth tones to blend with the environment.. The Project design incorporates significant landscaping, roadway infrastructure, utility undergrounding, sidewalks and trails into the Project design features. The layering of landscaping between the Proposed building and the surrounding roadways would provide visual depth and distance between the roadways and Proposed structures, while functioning as a screen to trailer parking and truck yard.
a. Use of Design Standards. Using design standards of the appropriate Area Plan land use category.		X		**Compatible Through Project Design Feature:** The project was designed to meet standards specified in the Mead Valley Area Plan. Appropriate design modifications recommended by County staff have been incorporated. No significant aesthetics impacts have been identified in EA/IS.
b. Codes and Regulations. Construction of structures in accordance with the requirements of Riverside County's zoning, building, and other pertinent codes and regulations.		X		**Compatible Through Project Design Feature:** As a Project Design Feature all applicable state and Riverside County codes have been incorporated into the design of the Project as well as building construction requirements.
c. Landscaping Plan. Require that an appropriate landscape plan be submitted and implemented for development projects subject to discretionary review.		X		**Compatible Through Project Design Feature:** As a Project Design Feature Landscape Plans were developed to County standards and have been submitted for review and approval.

d. Drought Resistant Landscaping. Use of drought-tolerant landscaping that incorporates adequate drought conscious irrigation systems.		X		**Compatible Through Project Design Feature:** As a Project Design Feature Landscape Plans have been submitted that were developed to County standards and incorporate low impact development (LID) standards that includes water conservation. Drought tolerant plants are incorporated into the design, all being on the County of Riverside California Friendly Plant list.
e. Energy Efficiency in Design. Application of energy efficiency through street configuration, building orientation, and landscaping to capitalize on shading and facilitate solar energy.		X		**Compatible Through Project Design Feature:** As a Project Design Feature plans have been submitted and were developed to State and/or County standards to meet or exceed energy efficiency. A roof solar system and battery storage units will be included as part of the Project. Trees were incorporated into the landscape design not only for aesthetic purposes, but also to provide shade.
f. Water Conservation. Application of water conservation techniques, such as groundwater recharge basins, use of porous pavement, drought-tolerant landscaping, and water recycling, as appropriate.		X		**Compatible Through Project Design Feature:** As a Project Design Feature plans include appropriate water conservation techniques as well as incorporation of WQMP underground detention basin to both control run-off and recharge groundwater aquifers.
g. Innovative Design. Encourage innovative and creative design concepts.		X		**Compatible Through Project Design Feature:** As a Project Design Feature efforts were made by the Applicant to have an eye toward long term ownership, as such appropriate care was applied to the quality design and seamless operation of the proposed Project. Where feasible, architectural plans have incorporated innovative designs, (such as auto and truck EV charging stations) and creative design into the primary Project features. Care was exercised in the Project development to select an attractive upscale design, with colors appropriate for the surrounding landscape and community. The Project landscaping was likewise selected to be aesthetically pleasing and compatible with the surrounding land uses.

h. Public Art. Encourage the provision of public art that enhances the community's identity, which may include elements of historical significance and creative use of children's art.			X	**Policy Not Applicable:** Due to the project's light industrial use and location in a semi-rural area with very little vehicular and no expected pedestrian traffic, the provision of public art does not apply to Project design.
i. Signage. Include consistent and well-designed signage that is integrated with the building's architectural character.		X		**Compatible Through Project Design Feature:** Signage plans are not included in current plans, but will be designed by future tenant and subject to review and approval by the County.
j. Vehicular Access. Provide safe and convenient vehicular access and reciprocal access between adjacent commercial uses.		X		**Compatible Trough Project Design Feature:** There are no adjacent non-industrial commercial uses, however care was exercised to ensure the Project would not impact neighbors access to their properties. Above-standard truck stacking is being provided as part of the design.
k. Service Areas and Residential. Locate site entries and storage bays to minimize conflicts with adjacent residential neighborhoods.		X		**Compatible Through Project Design Feature:** There are approximately five rural residential uses west of the Project site across Tobacco Road. Therefore care was exercised to ensure the Project would not negatively impact the neighbors' access into their properties. The newly constructed road infrastructure will facilitate the residents' access to their properties. Above-standard truck stacking is being provided as part of the design and will be directed away from the residential areas.
l. Mitigation. Mitigate noise, odor, lighting, pollution exposure, and other impacts on surrounding properties.		X		**Compatible Through Project Design Feature:** All potential impacts have been addressed either through purposeful building design or by adherence to local, regional or state regulations. Noise was mitigated by placing truck courts away from residences, security lighting will be directed down and shielded from neighbors. Pollution and odors will be limited by the nature of the proposed light industrial and warehouse uses. Environmental review of the Project, as designed, determined no significant impacts related to noise, odor, lighting, pollution, or any potential impacts to adjacent properties.

m. Landscaping in Open Spaces and Parking Lots. Provide and maintain landscaping in open spaces and parking lots.		X		**Compatible Through Project Design Feature:** Landscaping in open spaces, around parking lots and Project perimeters is designed to exceed County standards. The project will facilitate ongoing maintenance by the installation of automated irrigation systems and adhering to Low Impact Development (LID) standards.
n. Drought Tolerant Landscaping. As feasible, maximize landscape coverage with an emphasis on drought tolerant landscaping.		X		**Compatible Through Project Design Feature:** Drought tolerant plants are incorporated into the design, all being on the County of Riverside California Friendly Plant list and design includes related irrigation.
o. Preservation of Natural Features. Preserve, as feasible, natural features, such as unique natural terrain, arroyos, canyons, and other drainage ways, and native vegetation, wherever possible, particularly where they provide continuity with more extensive regional systems.			X	**Policy Not Applicable:** The Project site is vacant, contains no drainages or waterways, or native vegetation other than weeds and grasses.
p. Pedestrian Activity.			X	**Policy Not Applicable:** Due to the Project being light industrial, this requirement does not apply. The Project will nonetheless incorporate sidewalks along public streets and a trail along Placentia Avenue to facilitate pedestrian activity.

q. Integration of Parking Lots. Design parking lots and structures to be functionally and visually integrated and connected.			X	**Policy Not Applicable:** Parking provided for the project is designed to meet industrial use needs including those for 4-axle trucks and trailers. Separation between passenger vehicle and truck/trailer parking is provided. Pedestrian, including ADA access in and around the building and parking lots, has been carefully designed to provide safe access around the project and between the building and parking lot.
r. Building Access Points. As feasible, site building access points along sidewalks, pedestrian areas, and bicycle routes, and include amenities that encourage pedestrian activity where such passthrough areas include wayfinding signage, street trees, grade and lateral separation from roads, all with consideration given to adequate safety lighting, and landscape screening.			X	**Policy Not Applicable:** Due to the Project being light industrial, this requirement does not apply. Nonetheless, as a Project Design Feature, sidewalks, a trail on Placentia Avenue, and bicycle storage onsite Have been designed. Security perimeter lighting and fencing around truck courts will be provided as well.
s. Pedestrian Crossings. Encourage safe and frequent pedestrian crossings and ensure that sidewalks and other pedestrian walkways provide continuity between land uses essential to a functional lifestyle, and as needed such sidewalks and pedestrian walkways should provide sufficient lighting and signage to ensure public safety.		X		**Compatible Through Project Design Feature:** Trails, sidewalks and pedestrian crossings have been incorporated into the project design.
t. Human Scale. Encourage the creation of a human-scale ground floor environment that includes public open areas that separate pedestrian space from auto traffic or where mixed, it does so with special regard to pedestrian safety.			X	**Policy Not Applicable:** Due to the Project being light industrial, this requirement does not apply.

u. Recognition of Open Space. Recognize open space, including hillsides, arroyos, riparian areas, and other natural features as amenities that add community identity, beauty, recreational opportunities, and monetary value to adjacent developed areas.			X	**Policy Not Applicable.** Project has no opportunity to provide for open space and does not impact any natural features considered community amenities.
v. Fire Hazards. Manage wildland fire hazards in the design of development proposals located adjacent to natural open space.			X	**Policy Not Applicable.** According to County of Riverside GIS database, and the County General Plan Figures the Project site is not within a High Fire Severity Zone. Riverside County Department of Building and Safety and the RCFD will review and approve building plans and conduct building inspections.
HC 18.12 – Safe Affordable Housing and Displacement. Prioritize the development of safe and affordable housing in EJ Communities while at the same time minimizing the displacement of existing residents consistent with Housing Element, Goal 2, Action 2.1h and as may be amended by the 6th Cycle Housing Element. Affordable housing projects should include various housing types that respond to community priorities and input.			X	**Policy Not Applicable.** The Project Site is largely undeveloped, though a small portion contains two occupied temporary housing or mobile home units will be removed as a result of the Project implementation. No housing is associated with development of the light industrial project.
HC 19.2 – Outdoor Recreation. Develop of high-quality parks, green space, hiking trails, recreational facilities and natural environments in areas where such facilities are lacking.			X	**Policy Not Applicable.** Project does not require provision of parks or other recreational facilities.

HC 19.6 – Local Trails. Plan for a system of local trails that enhances recreational opportunities and connects with regional trails.		X		**Compatible Through Project Design Feature:** The Project includes a public trail to be located on the south side of Placentia between Tobacco and Harvill. The trail will consist of a decomposed granite path suitable for equestrian or pedestrian uses. The proposed trail is part of the Riverside County master plan and will connect to other trails located on Patterson and Harvill allowing for the eventual completion of the plan.
HC 19.7 – Incorporate Recreation Opportunities. Incorporate open space, community greenbelt separators, and recreational amenities into development areas in order to enhance recreational opportunities and community aesthetics to improve the quality of life.			X	**Policy Not Applicable.** The Project does not require provision of parks or other recreational facilities. The Project Proponent has nonetheless contributed to area organizations that promote community events and youth sports, and fight hunger/homelessness.

Public Facilities	Mitigation Measure or Condition of Approval	Project Design Feature	Policy Not Applicable	Notes (Not to exceed 250 words)
HC 20.1 – Public Facilities and Supporting Infrastructure. New development should provide for public services including but not limited to solar street lighting, shading structures at bus stops, other supporting infrastructure, and extension of trash and recyclables pickup routes.		X		**Compatible Through Project Design Feature:** Project has been designed to meet required extension of public facilities as well as street lighting. More specifically public improvements including streets, sidewalks, streetlights and power, water, and sewer will be constructed on Tobacco Road and Placentia Avenue.. Existing power will poles will be removed and utilities placed underground. Existing area flooding conditions will be eliminated through the installation of a 2,700 foot storm drain system.

HC 20.2 – Development and Internal Pedestrian Circulation. New development should promote convenient internal pedestrian circulation among land uses (existing and proposed) within each neighborhood and connecting with existing adjacent developed areas and as applicable consistent with the Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy, and amendments thereto.			X	**Policy Not Applicable.** The project is industrial and does not require internal pedestrian circulation.
HC 20.4 - New development and conservation land uses should not infringe upon existing essential public facilities and public utility corridors, which include county regional landfills, fee-owned rights-of-way, and permanent easements, whose true land use is that of public facilities.		X		**Compatible Through Project Design Feature:** No County or any other public facilities or utilities existing, or planned are impacted by the Project.

BLUM, COLLINS & HO LLP
ATTORNEYS AT LAW
10250 CONSTELLATION BOULEVARD
SUITE 2300
LOS ANGELES, CALIFORNIA 90067
(213) 572-0400

May 19, 2025

Krista Mason
Project Planner
Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92501

Via Email to:
kmason@rivco.org

Subject: Comments on Thrifty Oil North Business Center MND (SCH NO. 2025050128)

Dear Ms. Mason,

Thank you for the opportunity to comment on the Mitigated Negative Declaration (MND) for the proposed Thrifty Oil North Business Center Project. Please accept and consider these comments on behalf of Golden State Environmental Justice Alliance. Also, Golden State Environmental Justice Alliance formally requests to be added to the public interest list regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project. Send all communications to Golden State Environmental Justice Alliance P.O. Box 79222 Corona, CA 92877.

Project Information

The Project proposes the construction and operation of a 185,912 square foot (s.f.) non-refrigerated warehouse on 9.62-acres (gross) / 8.68-acres (net) of vacant land designated as APN 317-260-017 and 317-260-018 on the southeast corner of Placentia Avenue and Tobacco Road in the unincorporated Mead Valley area of Riverside County. The building includes 9,000 s.f. of office space (including office mezzanines) and 176,912 s.f. of warehouse space with 23 truck/trailer docking doors. The Project also includes dedication of approximately 0.943 acres for public right of way improvements to be built along Placentia Avenue and Tobacco Road as a part of the Proposed Project, as well as off-site utility improvements.

The Project requires the following discretionary approvals to proceed:

1. General Plan Amendment No. 230008 (GPA 230008): Request to change the land use from Rural Community-Very Low Density Residential (RC-VLDR) to Community Development-Business Park (BP).
2. Change of Zone No. 230030 (CZ2300030): Request to change the zone from Rural Residential one-acre minimum lot size (R-R-1) to Industrial Park (I-P)

3. Plot Plan No. 230048 (PPT230048): Request to construct a 185,912 SF non-refrigerated warehouse with 9 bays, two grade level doors and 23 dock high doors on 8.72(net) acres and approximately 0.943 acres for street dedication and drainage improvements.

The MND does not include a floor plan, detailed site plan, or a grading plan. The basic components of a Planning Application include a detailed site plan, floor plan, conceptual grading plan, written narrative, and elevations. Providing the complete grading plan and earthwork quantity notes is vital as the MND states that, "The grading quantities are not anticipated to balance on site and a net import of 62,025 cubic yards of fill material is anticipated." The MND does not provide a grading plan for verification of the quantity of import/export material associated with project construction and/or site preparation. Verification of the import/export materials is vital as it directly informs the quantity of necessary truck hauling trips due to soil import/export during the grading phase of construction. An EIR must be prepared to include all project application items in their wholly accurate and detailed form for public review.

Additionally, the MND states that, "the floor area ratio (FAR) would be 0.44 based on the gross lot size." However, the General Plan[1] requires FAR to be calculated utilizing net lot size. The MND is erroneous and misleading to the public and decision makers. An EIR must be prepared to provide the project's FAR utilizing the net lot size in order to provide an adequate and accurate informational document.

Project Piecemealing

The MND does not accurately or adequately describe the project, meaning "the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment" (CEQA § 15378). The proposed project is a piecemealed portion of a larger overall project to be developed within a larger Thrifty Oil industrial center in the County.

The MND misleads the public and decision makers by circumventing adequate and accurate environmental analysis for the whole of the action - construction and operation of all Thrifty Oil buildings as a whole. At minimum, piecemealed projects include a proposal to construct a 194,479 square foot industrial building known as Plot Plan No. 2200047 (PPT220047) and Variance #230002[2] on the property adjacent to the south of the project site (APNs 317-260-016 and 317-260-015). The MND states that the parcels adjacent to the south of the project site (AAPNs 317-260-016 and 317-260-015) are also owned by the project applicant. The MND for Plot Plan No.

[1] Riverside County General Plan Appendix A: Glossary
https://planning.rctlma.org/sites/g/files/aldnop416/files/migrated/Portals-14-genplan-general-plan-2016-appendices-Appendix-A-1-120815.pdf
[2] https://ceqanet.opr.ca.gov/2024020843

2200047 (PPT220047) and Variance #230002 utilized this information in its justification to conclude the project would meet the findings for a requested Variance. The Master Site Plan submitted to the Riverside County Airport Land Use Commissions (RC ALUC)[3] depicts construction of both new industrial buildings on all of the parcels. Appendix J-2 depicts a required shared driveway between the south side of the project site and the parcel adjacent to the south that will accommodate truck/trailer traffic for both projects. Notably, Appendix J: Traffic states that, "With the developer being the owner of both the Project and the adjacent site to the south on Tobacco Road (PPT220047) at the request of County staff, a proposed "joint use" driveway has been provided per the recommendation of County staff. Driveway 2 would require a reciprocal access agreement being approved between the two properties and put in place prior to the start of construction of the southerly building." This is required due to the southerly building's driveway on Water Avenue (Driveway 1) inability to accommodate "the ingress and egress of heavy trucks and requires a 65-foot curb radius on the northeast corner[4]." The dependency of the southerly building on the proposed project site for vehicular access further illustrates the piecemealing between the two projects.

A project EIR must be prepared that accurately represents the whole of the action without piecemealing the project into separate, smaller development projects to present unduly low environmental impacts. CEQA Section 15161 describes project EIRs as examining "the environmental impacts of a specific development project. This type of EIR should focus primarily on the changes in the environment that would result from the development project. The EIR shall examine all phases of the project including planning, construction, and operation." The specific development project is the construction and operation of all Thrifty Oil buildings.

Additionally, CEQA Section 15146 requires that the degree of specificity in an EIR "will correspond to the degree of specificity involved in the underlying activity which is described in the EIR. (a) An EIR on a construction project will necessarily be more detailed in the specific effects of the project than will be an EIR on the adoption of a local general plan or comprehensive zoning ordinance because the effects of the construction can be predicted with greater accuracy." Because there are multiple proposed buildings as part of a single project, the project EIR must be more detailed in the specific effects of the project. A project EIR must be prepared which accurately represents the whole of the action without piecemealing the project into separate, smaller development projects or development areas to present unduly low environmental impacts.

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[3] Agenda Item 3.2 and Attachments https://rcaluc.org/sites/g/files/aldnop421/files/2025-03/Merge_for_Website_01-09-25.pdf

[4] Appendix J-2: Traffic for PPT220047 https://files.ceqanet.opr.ca.gov/296231-1/attachment/_jdWcF13nGqwKwUrhyTXSt68pwAqbVT6csCxZ7BfUAJXmAGoxignKSLzOk3BaiuyQ8rXGesL8JDjXP2d0

Air Quality, Energy, and Greenhouse Gas Emissions

The MND excludes from its analysis the project's required General Plan Amendment and Zone Change applications to allow development of industrial uses on the project site. The site was not anticipated to be developed with industrial development and is therefore not currently accounted for in regional and local plans adopted for purposes of avoiding or mitigating environmental effects, including the AQMP, RTP/SCS, General Plan, and/or the County's Climate Action Plan. An EIR must be prepared to include this information for analysis and include a finding of significance.

The MND does not include meaningful analysis of relevant environmental justice issues in reviewing potential impacts, including cumulative impacts from the proposed project. Providing this information and using it for analysis is vital as the project site is located in a SB 535 Disadvantaged Community and is designated as an Environmental Justice Area by the General Plan. This is in conflict with CEQA Guidelines Section 15131 (c), which requires that "Economic, social, and particularly housing factors shall be considered by public agencies together with technological and environmental factors in deciding whether changes in a project are feasible to reduce or avoid the significant effects on the environment identified in the EIR. If information on these factors is not contained in the EIR, the information must be added to the record in some other manner to allow the agency to consider the factors in reaching a decision on the project." This is especially significant as the surrounding community is highly burdened by pollution. According to CalEnviroScreen 4.0[5], CalEPA's screening tool that ranks each census tract in the state for pollution and socioeconomic vulnerability, the proposed project's census tract (6065042904) ranks worse than 81% of the rest of the state overall. The surrounding community, including residences immediately adjacent to the west, bears the impact of multiple sources of pollution and is more polluted than average in many pollution indicators measured by CalEnviroScreen. For example, the project census tract ranks in the 95th percentile for ozone burden, 55th percentile for PM 2.5 burden, and 90th percentile for traffic impact burden. All of these environmental factors are attributed to heavy truck/trailer activity and traffic in the area. Ozone can cause lung irritation, inflammation, and worsening of existing chronic health conditions, even at low levels of exposure[6].

The census tract also ranks in the 71st percentile for hazardous waste[7] impacts. Hazardous waste generators and facilities contribute to the contamination of air, water and soil near waste generators and facilities can harm the environment as well as people.

[5] CalEnviroScreen 4.0 https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40
[6] OEHHA Ozone https://oehha.ca.gov/calenviroscreen/indicator/air-quality-ozone
[7] OEHHA Hazardous Waste Generators and Facilities
https://oehha.ca.gov/calenviroscreen/indicator/hazardous-waste-generators-and-facilities

Further, the census tract is a diverse community including 80% Hispanic, 8% African-American, and 3% Asian-American residents, whom are especially vulnerable to the impacts of pollution. The community has a high rate of low educational attainment, meaning 93% of the census tract over age 25 has not attained a high school diploma, which is an indication that they may lack health insurance or access to medical care. The community has a high rate of poverty, meaning 84% of the households in the census tract have a total income before taxes that is less than the poverty level. Income can affect health when people cannot afford healthy living and working conditions, nutritious food and necessary medical care[8]. Poor communities are often located in areas with high levels of pollution[9]. Poverty can cause stress that weakens the immune system and causes people to become ill from pollution[10]. Living in poverty is also an indication that residents may lack health insurance or access to medical care. Medical care is vital for this census tract as it ranks in the 91st percentile for incidence of cardiovascular disease and 66th percentile for incidence of asthma. The community also has a high rate of linguistic isolation, meaning 84% of the census tract speaks little to no English and faces further challenges and inequities due to this.

Additionally, the project's census tract (6065042904) and the census tracts adjacent to the project site (6065042010, 6065042620, and 6065042901) are identified as SB 535 Disadvantaged Communities[11]. This indicates that cumulative impacts of development and environmental impacts in the County and surrounding area are disproportionately impacting these communities. The negative environmental, health, and quality of life impacts of industrial development in the County have become distinctly inequitable. This information is not discussed or presented for analysis in the MND. The severity of environmental impacts particularly on these Disadvantaged Communities must be included for analysis as part of an EIR in order to comply with CEQA Guidelines Section 15131 (c).

The State of California lists three approved compliance modeling softwares[12] for non-residential buildings: CBECC-Com, EnergyPro, and IES VE. CalEEMod is not listed as an approved software. The CalEEMod modeling does not comply with the 2022 Building Energy Efficiency Standards and under-reports the project's significant Energy impacts and fuel consumption to the public and decision makers. Since the MND did not accurately or adequately model the energy impacts in compliance with Title 24, it cannot conclude the project will generate less than significant impacts and a finding of significance must be made. An EIR with modeling using one

[8] OEHHA Poverty https://oehha.ca.gov/calenviroscreen/indicator/poverty
[9] Ibid.
[10] Ibid.
[11] OEHHA SB 535 Census Tracts https://oehha.ca.gov/calenviroscreen/sb535
[12] California Energy Commission 2022 Energy Code Compliance Software https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency-1

of the approved software types must be prepared and circulated for public review in order to adequately analyze the project's significant environmental impacts. This is vital as the MND utilizes CalEEMod as a source in its methodology and analysis, which is clearly not an approved software.

It must also be noted that the County of Riverside is not listed as a jurisdiction with local energy standards approved by the CA Energy Commission[13]. According to the CA Energy Commission, "Local jurisdictions wishing to enforce locally adopted energy standards that exceed the current energy code are required to apply to the California Energy Commission (CEC). Local jurisdictions must demonstrate their local ordinance, or reach code, saves more energy than current statewide energy standards and is cost effective." Therefore, compliance with the County's CAP does not comply with CA Energy Commission standards or AB 32/SB 32. The MND is misleading to the public and decision makers by stating compliance with these standards when the local jurisdiction standards have not been approved by the CA Energy Commission. The MND broadly states that, "Compliance with the aforementioned mandatory measures would ensure that future development projects would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing energy use or increasing the use of renewable energy. Therefore, operational energy efficiency and renewable energy standards consistency impacts would be less than significant," when it has not provided any meaningful evidence to demonstrate that the pure existence of these regulations equates to the project's compliance with the regulations and that the project does not result in a significant and unavoidable impact.

Hazards and Hazardous Materials

The project reviewed and deemed consistent with the March Air Reserve Airport Land Use Compatibility Plan (ALUCP) at the January 9, 2025 Riverside County Airport Land Use Commission (RC ALUC) meeting[14] proposed a maximum of 42 feet building height. Figure 5B: Building Elevations and Profiles within the MND depicts that the maximum building height is 47.5 feet. This varies significantly from the project reviewed by the RC ALUC (and March Air Reserve Base and United States Air Force during the RC ALUC review process).

Further, the RC ALUC did not review or act on the requested General Plan Amendment to change the land use from Rural Community-Very Low Density Residential (RC-VLDR) to Community Development- Business Park (BP). The California Airport Land Use Planning Handbook[15] states

[13] Local Ordinances Exceeding the 2022 Energy Code, California Energy Commission https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency-2
[14] Agenda Item 3.2 and Attachments https://rcaluc.org/sites/g/files/aldnop421/files/2025-03/Merge_for_Website_01-09-25.pdf
[15] California Airport Land Use Planning Handbook https://dot.ca.gov/-/media/dot-media/programs/aeronautics/documents/californiaairportlanduseplanninghandbook-a11y.pdf

that Airport Land Use Commission review is required "Prior to the amendment of a general plan or specific plan, or the adoption of a zoning ordinance or building regulation within the ALUCP planning boundary, the ALUC shall review the plan, ordinance, or regulation for consistency with the ALUCP (PUC Section 21676(b))." Given that the proposed project includes a General Plan Amendment (GPA) and Zone Change to proceed, RC ALUC review and approval of the requested GPA is required. Since the RC ALUC has not reviewed the project as proposed in the MND in its entirety, an EIR must be prepared to include a finding of significance as there is no meaningful evidence presented to support a less than significant finding.

Land Use/Planning

The project faces significant inconsistencies with statutory requirements of the Housing Crisis Act (HCA) of 2019/Senate Bill (SB) 330[16]/SB 8[17]. The HCA/SB 330/SB 8 require replacement housing sites when land designated for housing development is changed to a non-housing use to ensure no net loss of housing capacity. Government Code Section 66300(b)(1)(A) requires that agencies shall not "change the general plan land use designation, specific plan land use designation, or zoning to a less intensive use below what was allowed under the land use designation and zoning ordinances in effect at the time of the proposed change." Under Government Code Section 66300(b)(1)(A), a "less intensive use" includes, but is not limited to, reductions to height, density, or floor area ratio, new or increased open space or lot size requirements, or new or increased setback requirements, minimum frontage requirements, or maximum lot coverage limitations, or any other action that would individually or cumulatively reduce residential development capacity. Pursuant to SB 330, replacement capacity for any displaced residential units must be provided **concurrently** at the **time of project approval**.

Government Code Section 66300 (h)(i)(1) states that, "this section does not prohibit an affected county or an affected city, including the local electorate acting through the initiative process, from changing a land use designation or zoning ordinance to a less intensive use, or reducing the intensity of land use, if the city or county concurrently changes the development standards, policies, and conditions applicable to other parcels within the jurisdiction to ensure that there is no net loss in residential capacity." The project requires a General Plan Amendment to change the land use designation of 9.62 acres of land from CD-VLDR to BP and a Change of Zone to change the Zoning from R-R-1 to IP. The General Plan land use designation of CD-VLDR permits the development up to 1 dwelling units per acre. This indicates that the 9.62 acre project site has an existing residential capacity of 9 dwelling units.

[16] Housing Crisis Act of 2019/SB 330
https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201920200SB330
[17] SB 8 https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202120220SB8

Due to the required land use changes to implement the proposed project, the site would not be used for the development of 9 dwelling units and replacement sites to accommodate the site's residential capacity must be proposed and analyzed as part of the project. All of the above factors are in conflict with SB 8 that expanded the provisions of the HCA to include Government Code Section 66300 (h)(i)(1) requiring concurrent approval of replacement sites to ensure no net loss in residential capacity, and Section 66300 (h)(2)(A) defining "concurrently" to mean the action is approved at the same meeting of the legislative body. The MND does not act in conformance with these laws and has not identified replacement sites for housing. Approval of the MND and the proposed project will result in a net loss of housing capacity. Specifically, the existing General Plan and Zoning designations permit the development of up to 9 dwelling units and that lost residential capacity is a significant environmental impact in violation of the HCA/SB 330/SB 8. An EIR must be prepared to include a finding of significance due to this inconsistency.

Additionally, deferring the environmental analysis of construction and operation of the replacement sites to a later date is project piecemealing in violation of CEQA. The MND does not accurately or adequately describe the project, meaning "the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment" (CEQA § 15378). The whole of the action must statutorily and legally include identification of replacement sites to accommodate at least 9 replacement dwelling units and environmental impacts associated with the construction of the replacement dwelling units.

The MND does not meaningfully discuss the project's required General Plan Amendment and Zone Change applications to allow development of industrial uses on the project site. The site was not anticipated to be developed with industrial development and is therefore not currently accounted for in regional and local plans adopted for purposes of avoiding or mitigating environmental effects, including the AQMP, RTP/SCS, General Plan, and/or the County's Climate Action Plan. An EIR must be prepared to include this information for analysis and include a finding of significance. A finding of significance must also be included because the project is not accounted for in the General Plan growth projections.

The MND also does not provide any information regarding the buildout conditions of the County's General Plan and/or MVAP. Due to the required land use changes from VLDR to BP to accommodate the proposed project, it was not analyzed with the growth projections and buildout scenario included in the General Plan and/or MVAP. The General Plan and MVAP did not analyze the proposed project site as an industrial land use and therefore it is not included in any growth projections or emissions estimates. An EIR must be revised to include a finding of significance.

The MND provides a broad, erroneous, and misleading consistency analysis with the General Plan/Mead Valley Area Plan that excludes specific analysis with the goals and policies of each plan. The MND is inadequate as an informational document and an EIR must be prepared with an accurate consistency analysis with all General Plan and Mead Valley Area Plan goals/policies, including the following:

1. AQ 3.3 Encourage large employers and commercial/industrial complexes to create Transportation Management Associations.
2. AQ 9.2 Attain performance goals and/or VMT reductions which are consistent with SCAG's Growth Management Plan.
3. AQ 17.9 Encourage the installation and use of electric service units at truck stops and distribution centers for heating and cooling truck cabs, and particularly for powering refrigeration trucks in lieu of idling of engines for power.
4. AQ 17.10 Promote and encourage the use of natural gas and electric vehicles in distribution centers.
5. C2.1: LOS C shall apply to all development proposals in any area of the Riverside County not located within the boundaries of an Area Plan, as well those areas located within the following Area Plans: Mead Valley

6. HC 1.1 Foster the overall health and well-being of Riverside County residents, particularly the most vulnerable populations.

7. HC 14.2 When feasible, avoid locating new sources of air pollution near homes and other sensitive receptors.
8. HC 16.15 Assure that site plan design protects people and land, particularly sensitive land uses such as housing and schools, from air pollution and other externalities associated with industrial and warehouse development through the use of barriers, distance, or similar solutions or measures from emission sources when possible.
9. HC 16.18 Promote new development that emphasizes job creation and reduction in vehicle miles traveled in job-poor areas and does not otherwise contribute to onsite emissions in order to improve air quality.
10. HC 16.24 Ensure compatibility between industrial development and agricultural uses and adjacent land uses. To achieve compatibility, industrial development and agricultural uses will be required to include criteria addressing noise, land, traffic and greenhouse gas emissions to avoid or minimize creating adverse conditions for adjacent communities.
11. LU 10.2: Require a fiscal impact analysis for specific plans and major development proposals so as not to have a negative fiscal impact on the County of Riverside.

Additionally, the MND does not discuss the project's compliance with the Business Park land use designation within the General Plan. The Land Use Element[18] of the General Plan states the following regarding the Business Park designation:

"The Business Park land use designation allows for employee-intensive uses, including research and development, technology centers, corporate and support office uses, clean industry and supporting retail uses. Building intensity ranges from 0.25 to 0.6 FAR."

Notably, the Business Park land use designation does not permit warehouses. Warehouses are permitted in the Light Industrial land use designation. The MND excludes for analysis that the project is not permitted by the Business Park land use designation and does not comply with the proposed General Plan land use designation. A finding of significance must be made as part of an EIR.

Population and Housing

The MND does not provide a quantified analysis of the construction workforce generated by the proposed project. An EIR must be prepared that includes an analysis of the construction jobs generated by the project. Additionally, an EIR must also provide demographic and geographic information on the location of qualified workers (for both project operations and construction) to fill these positions in order to provide an accurate environmental analysis.

The MND provides conflicting information regarding the operational jobs created by the proposed project. The Introduction of the MND states that, "Employment estimates calculated using the employment density factors identified in the Southern California Association of Governments (SCAG) Employment Density Study (October 2001), identifies a rate of one employee per 1,195 SF. of building area for industrial warehouse uses results in 156 employees (185,912 SF ÷ 1,195 SF/employee = 156 employees)." The MND states here that, "For the purposes of analysis, the Project is estimated to result in 100 employees." Utilizing 100 employees for purposes of analysis within the MND despite multiple reputable data sources calculating significantly higher operational employees serves to skew impacts downwards in an attempt to present less than significant impacts in the MND. The methodology that must be used to calculate the project's operational employees is the County's General Plan employee generation factor[19] of 1 employee for every 600 square feet of building area for the Business Park land use designation. Utilizing this data source for the methodology results in the following calculation:

185,912 sf / 600 = 310 employees

[18] https://planning.rctlma.org/sites/g/files/aldnop416/files/2024-05/Portals-14-Ch03-Land-Use-2019-28-21_0.pdf
[19] https://planning.rctlma.org/sites/g/files/aldnop416/files/migrated/Portals-14-genplan-general-Plan-2017-appendices-Appendix-E-2-April-2017.pdf

Utilizing the County's General Plan employee generation for the Business Park land use designation, the proposed project will generate 310 employees. The MND utilizes uncertain and misleading language which does not provide any meaningful analysis of the project's population and employment generation. The MND continues by stating that, "The estimated number of employees that would be required for the Project has been estimated for purposes of this analysis at 100 based on actual data from similar facilities operating throughout southern California." The MND does not provide any supporting evidence, counts, or studies of the alleged "actual data from similar facilities operating throughout southern California," that result in the assumption of 100 employees at the proposed project. In order to comply with CEQA's requirements for meaningful disclosure, an EIR must be prepared to provide an accurate estimate of employees generated by all uses of the proposed project by utilizing the County's General Plan employee generation for the Business Park land use designation. It must also provide demographic and geographic information on the location of qualified workers to fill these positions. A construction worker employment analysis must also be included to adequately and accurately analyze all potentially significant environmental impacts.

The MND finds that impacts to population and housing will not be significant without providing any quantified analysis or meaningful evidence to support this conclusion. The MND utilizes additional uncertain and misleading statements in its analysis of the project's workforce in stating that, "The employees that would fill these roles are *anticipated* to reside within *commuting distance* and would not generate needs for any housing." The "commuting distance" of the project site is undefined and relying on the entire labor force within an undefined distance, notably the greater SCAG region, to fill the project's construction and operational jobs will increase rates of VMT and emissions during all phases of construction and operations and an EIR must be prepared to account for longer worker trip distances.

The MND concludes that there is an "average 3.9% unemployment rate in March 2023 for the four communities near the Project Site (Moreno Valley, Nuevo, Perris, and Riverside)," but does not provide any meaningful evidence that the unemployed population is interested in or qualified for work in the industrial sector. The MND also states that, "should the Project require employees to relocate to the area for work, there is sufficient vacant housing available within the *region*, including the Mead Valley area, City of Perris, City of Hemet, City of Moreno Valley and City of Menifee." Relying upon employees within the region will also increase project generated VMT and requires preparation of a revised VMT analysis as part of an EIR. The MND does not provide any meaningful information or analysis to support the conclusion that the project will not necessitate the construction of housing affordable affordable to households earning 80% or less of the County's median income to accommodate Project-related employees.

The MND does not provide any information on the wages generated by the construction or operational jobs in the proposed project. MIT's Living Wage Research Center reports that the living wage for two adults with two children is $32.20 per hour in Riverside County[20]. This is an annual salary of approximately $66,976. The U.S. Bureau of Labor Statistics reports that the mean annual wage in the Riverside - San Bernardino - Ontario metropolitan area for warehouse workers[21] is:

Laborers and Freight, Stock, and Material Movers, Hand: $44,720
Packers and Packagers, Hand: $42,150
Stockers and Order Fillers: $43,530

HCD's area median income (AMI) for a family of four people in Riverside County is $103,900[22]. 80% of the Riverside County AMI is $83,120 and the MND has not demonstrated that the project's construction and/or operational employees will earn an annual salary of at least $83,120. The MND has not provided evidence that the project will pay wages above 80% of the Riverside County AMI and thus not generate a need for affordable housing. An EIR must be prepared which includes this information for analysis in order to provide an adequate and accurate environmental analysis.

Additionally, the MND has not demonstrated that the available housing in the listed jurisdictions is affordable to the project's employees and/or households earning 80 percent or less of the County's median income. An EIR must be prepared with this analysis and discussion in order to provide an accurate and adequate environmental analysis.

SCAG's Connect SoCal Demographics and Growth Forecast[23] notes that the County will add 27,100 jobs from 2019 to 2035. Based on the County's General Plan employee factor for the Business Park land use designation calculation of 310 jobs, the project represents 1.1% of the County's job growth over 16 years, and is actually a 1.1% increase above this projection as the project requires a GPA and ZC to change the land use from a non-employment generating land use to an employment-generating land use. A single project accounting for this amount of the projected employment growth over 16 years represents a significant amount of growth. The MND has not provided a cumulative analysis discussion of projects approved since 2019 (SCAG),

[20] MIT Living Wage Research Center https://livingwage.mit.edu/counties/06065
[21] U.S. Bureau of Labor Statistics May 2022 Riverside-San Bernardino-Ontario Metropolitan Area Occupational Employment and Wage Estimates https://www.bls.gov/oes/current/oes_40140.htm#53-0000
[22] HCD 2025 Income Limits https://www.hcd.ca.gov/sites/default/files/docs/grants-and-funding/income-limits-2025.pdf
[23] SCAG Connect SoCal Demographics and Growth Forecast https://www.scag.ca.gov/sites/default/files/2024-05/23-2987-tr-demographics-growth-forecast-final-040424.pdf

General Plan adoption, and/or projects "in the pipeline" to determine if the project will exceed SCAG's employment growth forecast or the County's General Plan/Mead Valley Area Plan growth projections.

For example, recent industrial projects within the County including the greater Knox Business Park (piecemealed projects known as Muranaka Warehouse, Diamond Warehouse, Knox Buildings A/C/D/E, and Knox Phase 5) will generate 3,492 employees, Stoneridge Commerce Center[24] (10,256 employees), Seaton and Cajalco Industrial Project[25] (340 employees), Harvill and Rider Industrial[26] (325 employees), Harvill at Water Industrial (423 employees), and Rider Patterson Business Center (574 employees), and piecemealed project Plot Plan No. 2200047 (PPT220047) and Variance #230002[27] (325 employees) combined with the proposed project's 310 employees, these select industrial projects alone will generate 16,045 employees. This represents 59.2% of the County's job growth over 16 years accounted for by only a few recent industrial projects. This total increases exponentially when commercial development activity and other industrial projects are added to the calculation. An EIR must be prepared to include this information for analysis and also include a cumulative development analysis of projects approved since General Plan adoption, 2019 (SCAG), General Plan adoption, and projects "in the pipeline" to determine the County's progress towards General Plan/Mead Valley Area Plan growth estimates and SCAG's growth forecasts.

Additionally, Table 2: Statistical Summary of Mead Valley Area Plan (MVAP) states that the Business Park land use designation will generate 8,563 employees, and the MND has not provided this information for discussion. Since the project requires a GPA/ZC to permit employment-generating uses on the site, the project will exceed the growth planned for by the MVAP and its associated environmental analysis. An EIR must be prepared to include this information for analysis and a finding of significance due to this inconsistency.

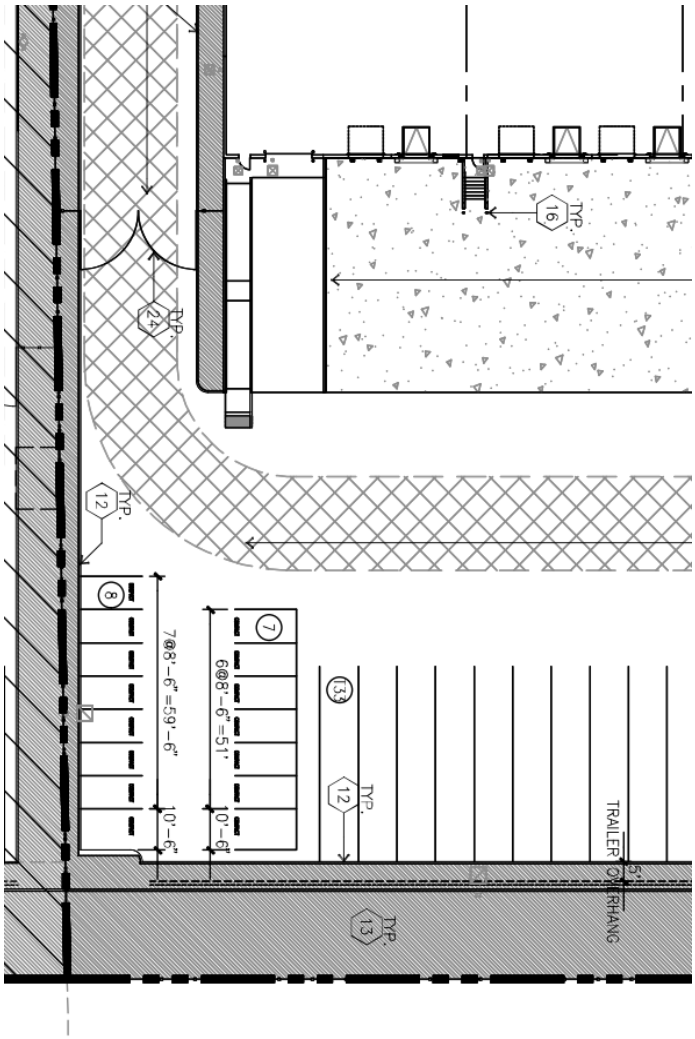
Transportation

The VMT analysis has underestimated the significance of the proposed project's VMT generation. The MND has not analyzed the project's truck/trailer/delivery van activity. An EIR must be prepared to include all truck/trailer/delivery van activity for quantified VMT analysis. The operational nature of industrial/warehouse uses involves high rates of truck/trailer/delivery van VMT due to traveling from large import hubs to regional distribution centers to smaller industrial parks and then to their final delivery destinations. Once employees arrive at the warehouses for work, they will conduct their jobs by driving truck/trailer/delivery vans across the region as part

[24] https://ceqanet.opr.ca.gov/2020040325/4
[25] https://ceqanet.opr.ca.gov/2022060441
[26] https://ceqanet.opr.ca.gov/2021080035
[27] https://ceqanet.opr.ca.gov/2024020843

of the daily operations as a warehouse, which will drastically increase project-generated VMT. The project's truck/trailer and delivery van activity is unable to utilize public transit or active transportation and it is misleading to the public and decision makers to exclude this activity from VMT analysis. An EIR must be prepared to reflect a quantified VMT analysis that includes all truck/trailer and delivery van activity.

The MND has not adequately analyzed the project's potential to substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses; or the project's potential to result in inadequate emergency access. There are also no exhibits adequately depicting the onsite turning radius available for trucks maneuvering throughout the site. Notably, the truck/trailer parking stalls are adjacent to the truck court on the east side of the building. Passenger car parking spaces are also located adjacent to the truck/trailer parking stalls within the truck court and are configured in a manner that is not conducive to vehicular maneuvering.



These parking stalls may be in use at any time and further restrict truck/trailer movement, particularly while trucks/trailers attempt to maneuver into a loading dock door. The MND has not analyzed these scenarios for potential conflicts during onsite maneuvering between passenger cars and trucks/trailers. An EIR must be prepared to include a finding of significance due to these significant and unavoidable impacts.

Additionally, the MND has not provided any analysis of the available horizontal and vertical sight distance at the intersection of the project driveways and adjacent streets. Sight distance is the continuous length of street ahead visible to the driver. At unsignalized intersections, corner sight distance must provide a substantially clear line of sight between the driver of the vehicle waiting on the minor road (driveway) and the driver of an approaching vehicle. An EIR must be prepared with this analysis based on the American Association of State Highway and Transportation Officials (AASHTO) Stopping Sight Distance requirements.

Mandatory Findings of Significance

The MND does not adequately discuss or and analyze the commitment of resources is not consistent with regional and local growth forecasts. As noted throughout this comment letter, the project represents a significant amount of growth in the County, and no analysis in context of the General Plan/MVAP buildout analysis scenario has been provided. Due to the required land use changes from MDR to LI to accommodate the proposed project, it was not analyzed with the growth projections and buildout scenario included in the General Plan and/or MVAP. The General Plan and MVAP did not analyze the proposed project site as an industrial land use and therefore it is not included in any growth projections or emissions estimates. An EIR must be prepared to include a finding of significance.

The MND has not adequately analyzed that the project will have impacts which are individually limited, but cumulatively considerable; "Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, other current projects and probable future projects. As noted above, the project is a piecemealed portion of the greater Thrifty Oil development within the County, including at least one known 194,479 square foot industrial building located adjacent to the south of the proposed project site. These two projects will cumulatively generate 380,391 square feet of industrial building area. The MND states here that, “There are no other projects planned for the Project vicinity that would be considered cumulatively considerable.” However, the MND is only analyzing and representing a portion of the overall impacts generated by the overall two building pproject. Bifurcating the environmental analysis of the two buildings serves to skew impacts downwards to achieve less than significant findings, which obfuscates the true incremental effects of the project viewed in connection with the effects of other projects. An EIR must be prepared to include a finding of significance.

The MND also states here that, "The environmental analysis conducted in this Initial Study determined that the Proposed Project is consistent with the County's General Plan land use and zoning projections. The land use has been considered with overall County growth." These statements do not consider the required change in Land Use designation from VLDR to BP in order to accommodate industrial development/employment generating development on the project site. Due to the required land use changes from VLDR to BP to accommodate the proposed project, it was not analyzed with the growth projections and buildout scenario included in the General Plan and/or MVAP. The General Plan and MVAP did not analyze the proposed project site as an industrial land use/employment generating land use and therefore it is not included in any growth projections or emissions estimates. An EIR must be prepared to include a finding of significance.

An EIR must be prepared to include a cumulative analysis discussion here to demonstrate the impact of the proposed project in a cumulative setting. The MND does not discuss or analyze the project will not comply with the General Plan's Land Use Buildout Scenario/MVAP Buildout Scenario due to the required changes in Land Use designation. Also, SCAG's Connect SoCal Demographics and Growth Forecast[28] notes that the County will add 27,100 jobs from 2019 to 2035. Based on the County's General Plan employee factor for the Business Park land use designation calculation of 310 jobs, the project represents 1.1% of the County's job growth over 16 years, and is actually a 1.1% increase above this projection as the project requires a GPA and ZC to change the land use from a non-employment generating land use to an employment-generating land use. A single project accounting for this amount of the projected employment growth over 16 years represents a significant amount of growth.

An EIR must also provide a cumulative analysis discussion of projects approved since 2019 (SCAG), General Plan adoption, and projects "in the pipeline" to determine the County's progress towards SCAG's employment or population growth forecast for the County and/or the County's General Plan growth forecasts. For example, recent industrial projects within the County including the greater Knox Business Park (piecemealed projects known as Muranaka Warehouse, Diamond Warehouse, Knox Buildings A/C/D/E, and Knox Phase 5) will generate 3,492 employees, Stoneridge Commerce Center[29] (10,256 employees), Seaton and Cajalco Industrial Project[30] (340 employees), Harvill and Rider Industrial[31] (325 employees), Harvill at Water Industrial (423 employees), and Rider Patterson Business Center (574 employees), and piecemealed project Plot

[28] SCAG Connect SoCal Demographics and Growth Forecast https://www.scag.ca.gov/sites/default/files/2024-05/23-2987-tr-demographics-growth-forecast-final-040424.pdf
[29] https://ceqanet.opr.ca.gov/2020040325/4
[30] https://ceqanet.opr.ca.gov/2022060441
[31] https://ceqanet.opr.ca.gov/2021080035

Plan No. 2200047 (PPT220047) and Variance #230002[32] (325 employees) combined with the proposed project's 310 employees, these select industrial projects alone will generate 16,045 employees. This represents 59.2% of the County's job growth over 16 years accounted for by only a few recent industrial projects. This total increases exponentially when commercial development activity and other industrial projects are added to the calculation. An EIR must be prepared to include this information for analysis and also include a cumulative development analysis of projects approved since General Plan adoption, 2019 (SCAG), General Plan adoption, and projects "in the pipeline" to determine the County's progress towards General Plan/Mead Valley Area Plan growth estimates and SCAG's growth forecasts.

Additionally, Table 2: Statistical Summary of Mead Valley Area Plan (MVAP) states that the Business Park land use designation will generate 8,563 employees, and the MND has not provided this information for discussion. Since the project requires a GPA/ZC to permit employment-generating uses on the site, the project will exceed the growth planned for by the MVAP and its associated environmental analysis. An EIR must be prepared to include this information for analysis and a finding of significance due to this inconsistency.

Conclusion

For the foregoing reasons, GSEJA believes the MND is flawed and an EIR must be prepared for the proposed project and circulated for public review. Golden State Environmental Justice Alliance requests to be added to the public interest list regarding any subsequent environmental documents, public notices, public hearings, and notices of determination for this project. Send all communications to Golden State Environmental Justice Alliance P.O. Box 79222 Corona, CA 92877.

Sincerely,



Vashon Simien
Blum, Collins & Ho, LLP

Attachments:
1. SWAPE Technical Analysis

[32] https://ceqanet.opr.ca.gov/2024020843

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

2656 29th Street, Suite 201
Santa Monica, CA 90405

Matt Hagemann, P.G, C.Hg.
(949) 887-9013
mhagemann@swape.com

Paul E. Rosenfeld, PhD
(310) 795-2335
prosenfeld@swape.com

May 15, 2025

Gary Ho
Blum, Collins & Ho LLP
707 Wilshire Blvd, Ste. 4880
Los Angeles, CA 90017

Subject: Comments on the Thrifty Oil North Business Center Project (SCH No. 2025050128)

Dear Mr. Ho:

We have reviewed the Initial Study/Mitigated Negative Declaration ("IS/MND") for the Thrifty Oil North Business Center ("Project") located in the County of Riverside ("County"). The Project proposes the construction of a 185,912-square-foot ("SF") concrete tilt-up, non-refrigerated warehouse on a 9.62-acre site.

Our review concludes that the IS/MND fails to sufficiently evaluate the air quality and greenhouse gas ("GHG") impacts. As a result, emissions associated with construction and operation of the proposed Project may be underestimated or unaddressed. An Environmental Impact Report ("EIR") should be prepared to reassess and, if necessary, mitigate the potential air quality and GHG impacts that the Project may have.

Air Quality

Input Parameters Used to Estimate Project Emissions

The IS/MND relies on the California Emissions Estimator Model ("CalEEMod") Version 2022.1 to estimate the Project's air quality emissions (Appendix G-1, p. 21). The construction-related CalEEMod output files, titled "Placentia Avenue (Construction) Detailed Report," are inconsistent with information disclosed in the IS/MND.

The IS/MND's air quality analysis may therefore underestimate criteria air pollutant emissions from Project construction. In our opinion, an EIR should be prepared to include an updated air quality analysis that sufficiently evaluates the impact that Project construction would have on local and regional air quality.

Changes To Individual Construction Phase Lengths

The "Placentia Avenue (Construction) Detailed Report" model includes changes to the default construction schedule (p. 32). As a result of these changes, the model includes the following construction schedule (p. 21):

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	1/7/2025	2/4/2025	5.00	20.0	—
Site Preparation	Site Preparation	2/5/2025	2/19/2025	5.00	10.0	—
Grading	Grading	2/20/2025	3/20/2025	5.00	20.0	—
Building Construction	Building Construction	3/21/2025	2/6/2026	5.00	230	—
Paving	Paving	1/10/2026	2/6/2026	5.00	20.0	—
Architectural Coating	Architectural Coating	1/10/2026	2/6/2026	5.00	20.0	—

The justification provided for these changes is:

> "Construction anticipated to start in Q1 2025 and end Q1 2026" (p. 32).

The IS/MND provides a total construction duration of 12 months. While the Project construction period is justified, the IS/MND and associated appendices do not mention the individual construction phase lengths. As the CalEEMod User's Guide requires any changes to model defaults be justified, we find that the changes to the individual construction phase length lack adequate support.[1] As each construction phase is associated with different emissions activities, altering an individual construction phase length can impact emissions estimates for specific criteria air pollutants.[2]

The "Placentia Avenue (Construction) Detailed Report" model combines the building construction and architectural coating phases; however, this approach lacks adequate justification. The IS/MND indicates that warehouse construction is expected to occur over an 8- to 9-month period and that all components of the building, including painting, will be completed within this timeframe (p. 4). However, neither the IS/MND nor its appendices provide a clear rationale to support the assumption that the architectural coating phase will occur concurrently with the building construction phase. Until these values are estimated and verified, it is our opinion that the model should have included proportionately altered individual phase lengths to match the proposed construction duration of 12 months.[3]

Changes to Architectural Coating Emission Factors

The "Placentia Avenue (Construction) Detailed Report" model includes changes to the default architectural coating emission factors. The justification provided for these changes is:

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[1] "CalEEMod User's Guide." CAPCOA, May 2021, *available at:* https://www.aqmd.gov/caleemod/user's-guide, p. 1, 14.

[2] "CalEEMod User's Guide." CAPCOA, May 2021, *available at:* https://www.aqmd.gov/caleemod/user's-guide, p. 32.

[3] See SWAPE's CalEEMod in Appendix A for the proportionately altered construction schedule, p. 22.

"SCAQMD Rule 1113" (p. 32)

The IS/MND does not mention South Coast Air Quality Management Districts' ("SCAQMD") Rule 1113, which limits Volatile Organic Compound ("VOC") content in architectural coatings. Rule 1113's Table of Standards specifies VOC limits ranging from 50 g/L to 730 g/L across 57 coating categories.[4] As the IS/MND does not mention Rule 1113 or specify a particular coating type with a defined VOC limit, we are unable to ensure the reliability of the revised emission factors. It is in our opinion that an EIR be prepared and that compliance with Rule 1113 be incorporated into a formal mitigation measure.

Changes to Off-Road Construction Equipment Engine Emission Standards

The "Placentia Avenue (Construction) Detailed Report" model includes changes to the off-road construction equipment input parameters (p. 22). As previously mentioned, the CalEEMod User's Guide requires any changes to model defaults be justified.[5]

The modeling assumes the use of Tier 4 Interim emission standards for construction equipment engines—a key assumption that is not discussed in the IS/MND. The lack of discussion in the IS/MND regarding the inclusion of Tier 4 Interim standards limits the ability of reviewers to fully assess the accuracy and enforceability of the air quality analysis.

We recommend an EIR be prepared so that the use of Tier 4 Interim emission standards for construction equipment engines is formally identified as a mitigation measure within a Mitigation Monitoring and Reporting Program, consistent with guidance from the Association of Environmental Professionals ("AEP") and CEQA requirements for enforceable mitigation.[6]

Updated Analysis Indicates a Potentially Significant Air Quality Impact

We created an updated model to provide an estimate of the Project's construction emissions based upon the Project-specific information provided by the IS/MND and the "Placentia Avenue (Construction) Detailed Report" (See Appendix A). In this model, we proportionately adjusted the individual construction phase lengths to align with the proposed 12-month construction schedule and omitted the unsupported modifications to architectural coating emission factors and the unsubstantiated application of Tier 4 emission standards.[7]

Our updated analysis estimates that the Project's construction-related VOC emissions would exceed the applicable SCAQMD thresholds of 75 pounds per day ("lbs/day") (see table below). [8]

---

[4] "Small Entity Compliance Guide." United States EPA, July 1999, *available at*: https://www.epa.gov/sites/default/files/2015-06/documents/compliance-vocsarchcoatings.pdf.

[5] "CalEEMod User's Guide." CAPCOA, May 2021, *available at:* https://www.aqmd.gov/caleemod/user's-guide, p. 1, 14.

[6] "CEQA Portal Topic Paper Mitigation Measures." AEP, February 2020, *available at:* https://web.archive.org/web/20240716185055/https://ceqaportal.org/tp/CEQA%20Mitigation%202020.pdf, p. 6.

[7] See Appendix A for proportionately altered construction schedule.

[8] "South Coast AQMD Air Quality Significance Thresholds." SCAQMD, April 2019, *available at*: http://www.aqmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf?sfvrsn=25.

SWAPE Criteria Air Pollutant Emissions	
Construction	**VOC** (lbs/day)
IS/MND	47
SWAPE	104
SCAQMD Threshold	**75**
Exceeds?	**Yes**

According to our updated analysis, the Project's construction-related VOC emissions are estimated at approximately 104 lbs/day, exceeding SCAQMD's significance threshold.[9] This finding indicates a potentially significant air quality impact that the IS/MND did not identify or address. It is our opinion that an EIR should be conducted to reevaluate the Project's potential air quality impacts on the environment.

Greenhouse Gas

Greenhouse Gas Impacts Evaluation

The IS/MND estimates that the Project would generate net annual GHG emissions of 1,827.49 metric tons of carbon dioxide equivalents per year ("MT CO_2e/year") (Table 5, p. 51). Based on this estimate, the IS/MND concludes that the Project would not exceed the Riverside County Climate Action Plan ("CAP") threshold of 3,000 MT CO_2e/year and the emissions would be less than significant (p. 51).

In our opinion, the IS/MND's analysis and the subsequent less-than-significant impact conclusion lack adequate support because the analysis relies upon an outdated threshold.

Reliance on an Outdated Quantitative GHG Threshold

The 3,000 MT CO2e/year threshold used in the Project's GHG analysis is consistent with the CAP threshold. The County's GHG reduction targets are consistent with the guidance established when the Global Warming Solutions Act of 2006, commonly called "AB 32," was the main regulating law for GHG reductions in California, which targeted a return to 1990 GHG levels by 2020.[10] Since then, the regulatory landscape has evolved considerably.

The Association of Environmental Professionals guidance states that California Environmental Quality Act ("CEQA") thresholds need to be updated over time to reflect the state's evolving GHG reduction goals.[11] Relying on a 2020-based threshold in 2025 fails to meet this recommendation. SCAQMD has since developed a service population ("SP")-based efficiency target of 3.0 metric tons of carbon dioxide equivalents per service population per year ("MT CO_2e/SP/year"), derived by applying a 40 percent

[9] See Appendix A for CalEEMod output files.
[10] "Health & Safety Code 38550." California State Legislature, January 2006, *available at:* https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=HSC&sectionNum=38550.
[11] "Beyond Newhall and 2020: A Field Guide to New CEQA Greenhouse Gas Thresholds and Climate Action Plan Targets for California." Association of Environmental Professionals, October 2016, *available at:* https://califaep.org/docs/AEP-2016_Final_White_Paper.pdf, p. 39.

reduction to the original 2020 efficiency target.[12] This updated threshold reflects California's 2035 goals and is more appropriate.

The Project's reliance on the 3,000 MT CO_2e/year CAP threshold may be unjustified and does not support a less-than-significant impact finding under CEQA. Instead, the 3.0 MT CO_2e/SP/year efficiency threshold could have been applied, as it aligns with current climate policy and SCAQMD guidance.

Potential Significant GHG Impact

We compared the Project's estimated GHG emissions to the SCAQMD 2035 efficiency target of 3.0 MT CO_2e/SP/year to assess the Project's potential contribution to global climate change. According to California Air Pollution Control Officers Association's *CEQA & Climate Change* report, a service population is defined as "the sum of the number of residents and the number of jobs supported by the project."[13] The IS/MND states that the Project is expected to support about 100 full time jobs, and does not mention any future residents (p. 4).

When dividing the Project's net annual GHG emissions, as estimated by the IS/MND, by a SP of 100 people, the Project is estimated to emit approximately 18.3 MT CO_2e/SP/year (see table below).[14]

Project Greenhouse Gas Emissions	
Annual Emissions (MT CO_2e/year)	1827.49
Service Population	100
Service Population Efficiency (MT CO_2e/SP/year)	18.3
SCAQMD 2035 Target	**3.0**
Exceeds?	***Yes***

The Project's service population efficiency value exceeds the SCAQMD 2035 efficiency target of 3.0 MT CO_2e/SP/year, indicating a potentially significant impact not previously identified or addressed by the IS/MND. An EIR should be prepared that includes an updated GHG analysis and, if necessary, additional mitigation measures to reduce the Project's GHG emissions to less-than-significant levels.

Mitigation

Feasible Mitigation Measures Available to Reduce Emissions

CEQA Guidelines Section 15096(g)(2) recommends that a responsible agency implement all feasible mitigation measures to reduce potential impacts to the greatest extent possible. As demonstrated in the

[12] "Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #15." SCAQMD, September 2010, *available at:* http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-minutes.pdf, p. 2.
[13] "CEQA & Climate Change." California Air Pollution Control Officers Association, January 2008, *available at:* https://www.ourair.org/wp-content/uploads/CAPCOA-CEQA-and-Climate-Change.pdf, p. 71-72.
[14] *Calculated:* (3,795.9 MT CO_2e/year) / (70 service population) = (54.2 MT CO_2e/SP/year).

sections above, the Project may result in potentially significant air quality and GHG impacts that should be mitigated further.

To reduce the VOC emissions associated with Project construction, we recommend the IS/MND consider incorporating the following mitigation measure from the California Department of Justice ("CA DOJ"):[15]

- Require the use of super compliant, low-VOC paints less than 10 g/L during the architectural coating construction phase and during Project maintenance.

To reduce construction VOC emissions, the California Department of Public Health ("CDPH") recommends the use of:[16]

- Natural materials such as solid wood products (e.g., hard wood flooring and wood paneling), natural stone (e.g., granite and marble), ceramic tile, and glass.
- Composite wood products that comply with the California Air Resources Board's Airborne Toxic Control Measure for formaldehyde.
- Flooring materials that are certified as low emitting under the CDPH Standard Method v1.2 or equivalent.
- Sealer on the surface of spray-on fireproofing to reduce adsorption of VOCs using a low-VOC sealer, if necessary.

To reduce the GHG emissions associated with the Project, we recommend several mitigation measures.

The CA DOJ recommends: [17]

- Installing solar photovoltaic systems on the project site of a specified electrical generation capacity that is equal to or greater than the building's projected energy needs, including all electrical chargers.
- Requiring all stand-by emergency generators to be powered by a non-diesel fuel.
- Requiring facility operators to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.

[15] "Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act." State of California Department of Justice, September 2022, *available at*: https://oag.ca.gov/system/files/media/warehouse-best-practices.pdf, p. 8 – 10.
[16] "Reducing occupant exposure to volatile organic compounds (VOCs) from indoor sources: Guidelines for building occupants." California Department of Public Health, July 1996, *available at*: https://www.cdph.ca.gov/Programs/CCDPHP/DEODC/EHLB/IAQ/CDPH%20Document%20Library/reducing_occupant_exposure_vocs_guidelines_ADA.pdf.
[17] "Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act." State of California Department of Justice, September 2022, *available at*: https://oag.ca.gov/system/files/media/warehouse-best-practices.pdf, p. 8 – 10.

SCAQMD staff recommends: [18]

- Utilizing only Energy Star heating, cooling, and lighting devices and appliances.

The measures provided above offer feasible ways to incorporate lower-emitting design features into the proposed Project to reduce VOC and GHG emissions released during construction. We recommend that an EIR be prepared that includes all feasible mitigation measures, as well as an updated GHG analysis to ensure that any necessary mitigation measures are implemented to minimize emissions to the maximum extent feasible.

Disclaimer

SWAPE has received limited documentation regarding this project. Additional information may become available in the future; thus, we retain the right to revise or amend this report when additional information becomes available. Our professional services have been performed using that degree of care and skill ordinarily exercised, under similar circumstances, by reputable environmental consultants practicing in this or similar localities at the time of service. No other warranty, expressed or implied, is made as to the scope of work, work methodologies and protocols, site conditions, analytical testing results, and findings presented. This report reflects efforts which were limited to information that was reasonably accessible at the time of the work, and may contain informational gaps, inconsistencies, or otherwise be incomplete due to the unavailability or uncertainty of information obtained or provided by third parties.

Sincerely,



Matt Hagemann, P.G., C.Hg.



Paul E. Rosenfeld, Ph.D.

[18] "Draft Environmental Impact Report (EIR) for the Proposed CADO Menifee Industrial Warehouse Project (Proposed Project)." SCAQMD, April 2024, *available at*: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2024/april-2024/RVC240313-05.pdf?sfvrsn=8, p. 3.

Appendix A: CalEEMod Placentia Avenue (Construction) Detailed Report

Appendix B: Construction Calculations

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Appendix A

Placentia Avenue (Construction) Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Placentia Avenue (Construction)
Construction Start Date	1/7/2025
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.50
Precipitation (days)	9.00
Location	33.822225978364784, -117.2493932920862
County	Riverside-South Coast
City	Unincorporated
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	5579
EDFZ	11
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.29

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Unrefrigerated Warehouse-No Rail	186	1000sqft	5.57	185,785	56,997	—	—	—
Parking Lot	195	Space	1.07	0.00	0.00	—	—	—

Other Asphalt Surfaces	2.08	Acre	2.08	0.00	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.80	1.49	11.6	19.3	0.03	0.44	1.22	1.66	0.41	0.29	0.70	—	4,215	4,215	0.16	0.17	6.08	4,275
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	104	104	51.8	33.5	0.21	1.93	9.55	11.2	1.78	2.97	4.53	—	30,173	30,173	0.63	4.26	1.50	31,458
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.87	4.87	11.1	13.5	0.03	0.42	1.29	1.72	0.39	0.38	0.77	—	4,094	4,094	0.13	0.30	2.69	4,189
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.89	0.89	2.03	2.46	0.01	0.08	0.24	0.31	0.07	0.07	0.14	—	678	678	0.02	0.05	0.44	693

2.2. Construction Emissions by Year, Unmitigated

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

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

Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.80	1.49	11.6	19.3	0.03	0.44	1.22	1.66	0.41	0.29	0.70	—	4,215	4,215	0.16	0.17	6.08	4,275
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	4.91	4.13	51.8	33.5	0.21	1.93	9.55	11.2	1.78	2.97	4.53	—	30,173	30,173	0.63	4.26	1.50	31,458
2026	104	104	7.18	10.8	0.01	0.32	0.20	0.52	0.29	0.05	0.34	—	1,701	1,701	0.06	0.02	0.02	1,708
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.45	1.20	11.1	13.5	0.03	0.42	1.29	1.72	0.39	0.38	0.77	—	4,094	4,094	0.13	0.30	2.69	4,189
2026	4.87	4.87	0.24	0.39	< 0.005	0.01	0.01	0.02	0.01	< 0.005	0.01	—	62.2	62.2	< 0.005	< 0.005	0.02	62.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.26	0.22	2.03	2.46	0.01	0.08	0.24	0.31	0.07	0.07	0.14	—	678	678	0.02	0.05	0.44	693
2026	0.89	0.89	0.04	0.07	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	10.3	10.3	< 0.005	< 0.005	< 0.005	10.4

3. Construction Emissions Details

3.1. Demolition (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	2.86	2.40	22.2	19.9	0.03	0.92	—	0.92	0.84	—	0.84	—	3,425	3,425	0.14	0.03	—	3,437
Demolition	—	—	—	—	—	—	0.11	0.11	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	1.03	0.93	< 0.005	0.04	—	0.04	0.04	—	0.04	—	160	160	0.01	< 0.005	—	160
Demolition	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.19	0.17	< 0.005	0.01	—	0.01	0.01	—	0.01	—	26.4	26.4	< 0.005	< 0.005	—	26.5
Demolition	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.07	0.88	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	194	194	0.01	0.01	0.02	197
Vendor	< 0.005	< 0.005	0.11	0.03	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	91.8	91.8	< 0.005	0.01	0.01	96.1

Hauling	0.01	< 0.005	0.16	0.04	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	134	134	< 0.005	0.02	0.01	140
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	9.17	9.17	< 0.005	< 0.005	0.02	9.30
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.28	4.28	< 0.005	< 0.005	0.01	4.48
Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	6.23	6.23	< 0.005	< 0.005	0.01	6.53
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.52	1.52	< 0.005	< 0.005	< 0.005	1.54
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.71	0.71	< 0.005	< 0.005	< 0.005	0.74
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.03	1.03	< 0.005	< 0.005	< 0.005	1.08

3.3. Site Preparation (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.82	4.05	37.5	32.4	0.05	1.93	—	1.93	1.78	—	1.78	—	5,528	5,528	0.22	0.04	—	5,547
Dust From Material Movement	—	—	—	—	—	—	5.66	5.66	—	2.69	2.69	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Roa Equipment	0.12	0.10	0.92	0.80	< 0.005	0.05	—	0.05	0.04	—	0.04	—	136	136	0.01	< 0.005	—	137
Dust From Material Movement	—	—	—	—	—	—	0.14	0.14	—	0.07	0.07	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Roa d Equipm ent	0.02	0.02	0.17	0.15	< 0.005	0.01	—	0.01	0.01	—	0.01	—	22.6	22.6	< 0.005	< 0.005	—	22.6
Dust From Material Movement	—	—	—	—	—	—	0.03	0.03	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.08	1.02	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	227	227	0.01	0.01	0.02	230
Vendor	< 0.005	< 0.005	0.07	0.02	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	61.2	61.2	< 0.005	0.01	< 0.005	64.0
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.66	5.66	< 0.005	< 0.005	0.01	5.74
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.51	1.51	< 0.005	< 0.005	< 0.005	1.58
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.94	0.94	< 0.005	< 0.005	< 0.005	0.95
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.25	0.25	< 0.005	< 0.005	< 0.005	0.26
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Grading (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.73	2.30	20.6	19.6	0.03	1.15	—	1.15	1.05	—	1.05	—	3,134	3,134	0.13	0.03	—	3,145
Dust From Material Movement	—	—	—	—	—	—	2.31	2.31	—	0.94	0.94	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.11	0.96	0.91	< 0.005	0.05	—	0.05	0.05	—	0.05	—	146	146	0.01	< 0.005	—	146
Dust From Material Movement	—	—	—	—	—	—	0.11	0.11	—	0.04	0.04	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.18	0.17	< 0.005	0.01	—	0.01	0.01	—	0.01	—	24.2	24.2	< 0.005	< 0.005	—	24.2
Dust From Material Movement	—	—	—	—	—	—	0.02	0.02	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.07	0.88	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	194	194	0.01	0.01	0.02	197
Vendor	< 0.005	< 0.005	0.11	0.03	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	91.8	91.8	< 0.005	0.01	0.01	96.1
Hauling	1.09	0.40	31.0	7.36	0.18	0.51	7.02	7.54	0.51	1.97	2.48	—	26,753	26,753	0.50	4.21	1.48	28,021
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	9.17	9.17	< 0.005	< 0.005	0.02	9.30
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.28	4.28	< 0.005	< 0.005	0.01	4.48
Hauling	0.05	0.02	1.46	0.34	0.01	0.02	0.33	0.35	0.02	0.09	0.12	—	1,246	1,246	0.02	0.20	1.14	1,306
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.52	1.52	< 0.005	< 0.005	< 0.005	1.54
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.71	0.71	< 0.005	< 0.005	< 0.005	0.74
Hauling	0.01	< 0.005	0.27	0.06	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	—	206	206	< 0.005	0.03	0.19	216

3.7. Building Construction (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.35	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.35	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.76	0.64	5.89	7.36	0.01	0.24	—	0.24	0.22	—	0.22	—	1,353	1,353	0.05	0.01	—	1,358
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.12	1.08	1.34	< 0.005	0.04	—	0.04	0.04	—	0.04	—	224	224	0.01	< 0.005	—	225

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.42	0.35	0.34	6.03	0.00	0.00	1.02	1.02	0.00	0.24	0.24	—	1,100	1,100	0.05	0.04	4.04	1,116
Vendor	0.03	0.02	0.79	0.24	0.01	0.01	0.20	0.21	0.01	0.06	0.07	—	717	717	0.02	0.11	2.04	752
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.37	0.33	0.38	4.55	0.00	0.00	1.02	1.02	0.00	0.24	0.24	—	1,011	1,011	0.05	0.04	0.10	1,024
Vendor	0.03	0.01	0.82	0.25	0.01	0.01	0.20	0.21	0.01	0.06	0.07	—	718	718	0.02	0.11	0.05	751
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.21	0.18	0.23	2.72	0.00	0.00	0.57	0.57	0.00	0.13	0.13	—	578	578	0.03	0.02	0.98	586
Vendor	0.02	0.01	0.46	0.14	< 0.005	0.01	0.11	0.12	0.01	0.03	0.04	—	405	405	0.01	0.06	0.50	424
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.04	0.50	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	95.7	95.7	< 0.005	< 0.005	0.16	97.0
Vendor	< 0.005	< 0.005	0.08	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	67.1	67.1	< 0.005	0.01	0.08	70.2
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Paving (2025) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.95	0.80	7.45	9.98	0.01	0.35	—	0.35	0.32	—	0.32	—	1,511	1,511	0.06	0.01	—	1,517
Paving	0.49	0.49	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.13	0.18	< 0.005	0.01	—	0.01	0.01	—	0.01	—	26.6	26.6	< 0.005	< 0.005	—	26.7
Paving	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.41	4.41	< 0.005	< 0.005	—	4.42
Paving	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.07	0.88	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	194	194	0.01	0.01	0.02	197
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.47	3.47	< 0.005	< 0.005	0.01	3.52
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.57	0.57	< 0.005	< 0.005	< 0.005	0.58
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Paving (2026) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.91	0.76	7.12	9.94	0.01	0.32	—	0.32	0.29	—	0.29	—	1,511	1,511	0.06	0.01	—	1,516
Paving	0.49	0.49	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.20	0.27	< 0.005	0.01	—	0.01	0.01	—	0.01	—	41.4	41.4	< 0.005	< 0.005	—	41.5
Paving	0.01	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.04	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	6.85	6.85	< 0.005	< 0.005	—	6.88
Paving	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.07	0.82	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	190	190	< 0.005	0.01	0.02	193
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	5.28	5.28	< 0.005	< 0.005	0.01	5.35
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.87	0.87	< 0.005	< 0.005	< 0.005	0.89
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.13. Architectural Coating (2026) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	104	104	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.04	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	6.22	6.22	< 0.005	< 0.005	—	6.24
Architectural Coatings	4.82	4.82	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.03	1.03	< 0.005	< 0.005	—	1.03
Architectural Coatings	0.88	0.88	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.07	0.85	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	198	198	< 0.005	0.01	0.02	200
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	9.33	9.33	< 0.005	< 0.005	0.01	9.46
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.55	1.55	< 0.005	< 0.005	< 0.005	1.57
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	1/7/2025	1/29/2025	5.00	17.0	—
Site Preparation	Site Preparation	1/30/2025	2/11/2025	5.00	9.00	—
Grading	Grading	2/12/2025	3/6/2025	5.00	17.0	—
Building Construction	Building Construction	3/7/2025	12/19/2025	5.00	206	—
Paving	Paving	12/23/2025	1/14/2026	5.00	17.0	—
Architectural Coating	Architectural Coating	1/15/2026	2/6/2026	5.00	17.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Excavators	Diesel	Average	3.00	8.00	36.0	0.38
Demolition	Rubber Tired Dozers	Diesel	Average	2.00	8.00	367	0.40
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40

Site Preparation	Crawler Tractors	Diesel	Average	4.00	8.00	87.0	0.43
Grading	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Crawler Tractors	Diesel	Average	3.00	8.00	87.0	0.43
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	15.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	3.00	10.2	HHDT,MHDT
Demolition	Hauling	1.94	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	2.00	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT

Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	15.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	3.00	10.2	HHDT,MHDT
Grading	Hauling	388	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	78.0	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	23.5	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	15.6	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	278,678	92,893	8,233

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	2,810	—
Site Preparation	—	—	35.0	0.00	—
Grading	62,025	—	50.0	0.00	—
Paving	0.00	0.00	0.00	0.00	3.15

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	3	74%	74%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Unrefrigerated Warehouse-No Rail	0.00	0%
Parking Lot	1.07	100%
Other Asphalt Surfaces	2.08	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O

2025	0.00	532	0.03	< 0.005
2026	0.00	532	0.03	< 0.005

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

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

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	29.1	annual days of extreme heat
Extreme Precipitation	1.95	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth

Wildfire	6.36	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	4	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	4	1	1	4
Extreme Precipitation	N/A	N/A	N/A	N/A

Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

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

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	95.3
AQ-PM	55.1
AQ-DPM	13.9
Drinking Water	10.2
Lead Risk Housing	54.6
Pesticides	52.5
Toxic Releases	43.8
Traffic	90.2
Effect Indicators	—
CleanUp Sites	60.4

Groundwater	14.3
Haz Waste Facilities/Generators	70.9
Impaired Water Bodies	0.00
Solid Waste	0.00
Sensitive Population	—
Asthma	66.5
Cardio-vascular	91.0
Low Birth Weights	49.3
Socioeconomic Factor Indicators	—
Education	93.2
Housing	80.1
Linguistic	84.3
Poverty	84.1
Unemployment	93.1

7.2. Healthy Places Index Scores

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

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

Active commuting	54.20248941
Social	—
2-parent households	54.04850507
Voting	3.259335301
Neighborhood	—
Alcohol availability	90.15783395
Park access	8.558963172
Retail density	9.829334018
Supermarket access	10.3554472
Tree canopy	2.104452714
Housing	—
Homeownership	46.43911202
Housing habitability	15.55241884
Low-inc homeowner severe housing cost burden	28.37161555
Low-inc renter severe housing cost burden	2.322597203
Uncrowded housing	11.35634544
Health Outcomes	—
Insured adults	4.79917875
Arthritis	24.0
Asthma ER Admissions	34.2
High Blood Pressure	19.3
Cancer (excluding skin)	68.9
Asthma	7.7
Coronary Heart Disease	13.8
Chronic Obstructive Pulmonary Disease	7.1
Diagnosed Diabetes	14.5
Life Expectancy at Birth	12.9
Cognitively Disabled	46.5

Physically Disabled	37.2
Heart Attack ER Admissions	6.2
Mental Health Not Good	6.0
Chronic Kidney Disease	7.4
Obesity	3.9
Pedestrian Injuries	94.4
Physical Health Not Good	6.0
Stroke	13.0
Health Risk Behaviors	—
Binge Drinking	72.5
Current Smoker	4.8
No Leisure Time for Physical Activity	4.7
Climate Change Exposures	—
Wildfire Risk	32.2
SLR Inundation Area	0.0
Children	22.0
Elderly	91.2
English Speaking	24.7
Foreign-born	59.6
Outdoor Workers	4.2
Climate Change Adaptive Capacity	—
Impervious Surface Cover	93.6
Traffic Density	67.0
Traffic Access	23.0
Other Indices	—
Hardship	96.9
Other Decision Support	—
2016 Voting	13.0

7.3. Overall Health & Equity Scores

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

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Consistent with the "Placentia Avenue (Construction) Detailed Report" model.
Construction: Construction Phases	See our comments on "Changes to Individual Construction Phase Lengths" and "Changes to Architectural Coating Emission Factors."
Construction: Dust From Material Movement	Consistent with the "Placentia Avenue (Construction) Detailed Report" model.
Construction: Trips and VMT	Consistent with the "Placentia Avenue (Construction) Detailed Report" model.
Construction: Off-Road Equipment	Consistent with the "Placentia Avenue (Construction) Detailed Report" model. See our comment on "Changes to Off-Road Construction Equipment Engine Emission Standards."

Construction Schedule Calculations					
Phase	Default Phase Length	Construction Duration	%	Construction Duration	Revised Phase Length
Demolition	20	453	0.0442	395	17
Site Preparation	10	453	0.0221	395	9
Grading	20	453	0.0442	395	17
Construction	230	453	0.5077	395	201
Paving	20	453	0.0442	395	17
Architectural Coating	20	453	0.0442	395	17

	Total Default Construction Duration	Revised Construction Duration
Start Date	1/7/2025	1/7/2025
End Date	4/5/2026	2/6/2026
Total Days	453	395

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

2656 29th Street, Suite 201
Santa Monica, CA 90405

(949) 887-9013
mhagemann@swape.com

Matthew F. Hagemann, P.G., C.Hg.

- **Geologic and Hydrogeologic Characterization, Investigation and Remediation Strategies**
- **Industrial Stormwater Compliance**
- **CEQA Review**
- **Expert Testimony**

Professional Certifications:
California Professional Geologist, P.G.
California Certified Hydrogeologist, C.Hg.

Education:
M.S. Degree, Geology, California State University Los Angeles, Los Angeles, CA, 1984.
B.A. Degree, Geology, Humboldt State University, Arcata, CA, 1982.

Professional Experience:
30 years of experience in environmental policy, contaminant assessment and remediation, stormwater compliance, and CEQA review. Spent nine years with the U.S. EPA in the Resource Conservation Recovery Act (RCRA) and Superfund programs and served as EPA's Senior Science Policy Advisor in the Western Regional Office where I identified emerging threats to groundwater. While with EPA, I served as a Senior Hydrogeologist in the oversight of the assessment of seven major military facilities undergoing base closure. Led numerous enforcement actions under provisions of the Resource Conservation and Recovery Act (RCRA) and directed efforts to improve hydrogeologic characterization and water quality monitoring. For the past 15 years, as a founding partner with SWAPE, I developed extensive client relationships and has managed complex projects that include consultations as an expert witness and a regulatory specialist, and managing projects ranging from industrial stormwater compliance to CEQA review of impacts from hazardous waste, air quality and greenhouse gas emissions.

Positions held include:

Government:
Senior Science Policy Advisor and Hydrogeologist, U.S. Environmental Protection Agency (1989–1998);
Hydrogeologist, National Park Service, Water Resources Division (1998 – 2000);

Geologist, U.S. Forest Service (1986 – 1998).

Educational:
Geology Instructor, Golden West College, 2010 – 2104, 2017;
Adjunct Faculty Member, San Francisco State University, Department of Geosciences (1993 – 1998);
Instructor, College of Marin, Department of Science (1990 – 1995).

Private Sector:
Founding Partner, Soil/Water/Air Protection Enterprise (SWAPE) (2003 – present);
Senior Environmental Analyst, Komex H2O Science, Inc. (2000 -- 2003);
Executive Director, Orange Coast Watch (2001 – 2004);
Geologist, Dames & Moore (1984 – 1986).

Senior Regulatory and Litigation Support Analyst:

With SWAPE, responsibilities have included:

- Lead analyst and testifying expert, for both plaintiffs and defendants, in the review of over 300 environmental impact reports and negative declarations since 2003 under CEQA that identify significant issues with regard to hazardous waste, water resources, water quality, air quality, greenhouse gas emissions, and geologic hazards.
- Recommending additional mitigation measures to lead agencies at the local and county level to include additional characterization of health risks and implementation of protective measures to reduce exposure to hazards from toxins.
- Stormwater analysis, sampling and best management practice evaluation, for both government agencies and corporate clients, at more than 150 industrial facilities.
- Serving as expert witness for both plaintiffs and defendants in cases including contamination of groundwater, CERCLAcompliance in assessment and remediation, and industrial stormwater contamination.
- Technical assistance and litigation support for vapor intrusion concerns, for both government agencies and corporate clients.
- Lead analyst and testifying expert in the review of environmental issues in license applicationsfor large solar power plants before the California Energy Commission.
- Manager of a project to evaluate numerous formerly used military sites in the western U.S.
- Manager of a comprehensive evaluation of potential sources of perchlorate contamination in Southern California drinking water wells.
- Manager and designated expert for litigation support under provisions of Proposition 65 in the review of releases of gasoline to sources drinking water at major refineries and hundreds of gas stations throughout California.

With Komex H2O Science Inc., duties included the following:

- Senior author of a report on the extent of perchlorate contamination that was used in testimony by the former U.S. EPA Administrator and General Counsel.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of MTBE use, research, and regulation.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of perchlorate use, research, and regulation.
- Senior researcher in a study that estimates nationwide costs for MTBE remediation and drinking water treatment, results of which were published in newspapers nationwide and in testimony

against provisions of an energy bill that would limit liability for oil companies.
- Research to support litigation to restore drinking water supplies that have been contaminated by MTBE in California and New York.
- Lead author for a multi-volume remedial investigation report for an operating school in LosAngeles that met strict Sate of California regulatory requirements.
- Development of strategic approaches for cleanup of contaminated sites in consultation withclients and regulators.

Hydrogeology:

As a Senior Hydrogeologist with the U.S. Environmental Protection Agency, led investigations to characterize and cleanup closing military bases, including Mare Island Naval Shipyard, Hunters Point Naval Shipyard, Treasure Island Naval Station, Alameda Naval Station, Moffett Field, Mather Army Airfield, and Sacramento Army Depot. Specific activities included:

- Leading efforts to model groundwater flow and contaminant transport, ensured adequacy of monitoring networks, and assessed cleanup alternatives for contaminated sediment, soil, and groundwater.
- Initiating a regional program for evaluation of groundwater sampling practices and laboratory analysis at military bases.
- Identifying emerging issues, wrote technical guidance, and assisted in policy and regulation development through work on four national U.S. EPA workgroups, including the Superfund Groundwater Technical Forum and the Federal Facilities Forum.

At the request of the State of Hawaii, developed a methodology to determine the vulnerability of groundwater to contamination on the islands of Maui and Oahu. Used analytical models and a GIS to show zones of vulnerability, and the results were adopted and published by the State of Hawaii and County of Maui.

As a hydrogeologist with the EPA Groundwater Protection Section, worked with provisions of the Safe Drinking Water Act and NEPA to prevent drinking water contamination. Specific activities included the following:

- Received an EPA Bronze Medal for contribution to the development of national guidance for the protection of drinking water.
- Managed the Sole Source Aquifer Program and protected the drinking water of two communities through designation under the Safe Drinking Water Act. Prepared geologic reports, conducted hearings, and responded to public comments from residents who were very concerned about the impact of designation.
- Reviewed a number of Environmental Impact Statements for planned major developments, including large hazardous and solid waste disposal facilities, mine reclamation, and water transfer.

Served as a hydrogeologist with the RCRA Hazardous Waste program. Duties included:

- Supervised the hydrogeologic investigation of hazardous waste sites to determine compliancewith Subtitle C requirements.
- Reviewed and wrote "part B" permits for the disposal of hazardous waste.
- Conducted RCRA Corrective Action investigations of waste sites and led inspections that formed the basis for significant enforcement actions that were developed in close coordination with U.S.EPA legal counsel.
- Wrote contract specifications and supervised contractor's investigations of waste sites.

With the National Park Service, directed service-wide investigations of contaminant sources to prevent degradation of water quality, including the following:

- Applied pertinent laws and regulations including CERCLA, RCRA, NEPA, NRDA, and the Clean Water Act to control military, mining, and landfill contaminants.
- Conducted watershed-scale investigations of contaminants at parks, including Yellowstone and Olympic National Park.
- Identified high-levels of perchlorate in soil adjacent to a national park in New Mexicoand advised park superintendent on appropriate response actions under CERCLA.
- Served as a Park Service representative on the Interagency Perchlorate Steering Committee, a national workgroup.
- Developed a program to conduct environmental compliance audits of all National Parks while serving on a national workgroup.
- Co-authored two papers on the potential for water contamination from the operation of personal watercraft and snowmobiles, these papers serving as the basis for the development of nation- wide policy on the use of these vehicles in National Parks.
- Contributed to the Federal Multi-Agency Source Water Agreement under the Clean Water Action Plan.

Policy:

Served as senior management as the Senior Science Policy Advisor with the U.S. Environmental Protection Agency, Region 9. Activities included the following:

- Advising the Regional Administrator and senior management on emerging issues such as the potential for the gasoline additive MTBE and ammonium perchlorate to contaminate drinkingwater supplies.
- Shaping EPA's national response to these threats by serving on workgroups and by contributingto guidance, including the Office of Research and Development publication, Oxygenates in Water: Critical Information and Research Needs.
- Improving the technical training of EPA's scientific and engineering staff.
- Earning an EPA Bronze Medal for representing the region's 300 scientists and engineers in negotiations with the Administrator and senior management to better integrate scientific principles into the policy-making process.
- Establishing national protocol for the peer review of scientific documents.

Geology:

With the U.S. Forest Service, led investigations to determine hillslope stability of areas proposed for timber harvest in the central Oregon Coast Range. Specific activities included:

- Mapping geology in the field, and used aerial photographic interpretation and mathematical models to determine slope stability.
- Coordinating research with community stakeholders who were concerned with natural resource protection.
- Characterizing the geology of an aquifer that serves as the sole source of drinking water for thecity of Medford, Oregon.

As a consultant with Dames and Moore, led geologic investigations of two contaminated sites (later listed on the Superfund NPL) in the Portland, Oregon, area and a large RCRA hazardous waste site in eastern Oregon.

Duties included the following:

- Supervising year-long effort for soil and groundwater sampling.
- Conducting aquifer tests.
- Investigating active faults beneath sites proposed for hazardous waste disposal.

Teaching:

From 1990 to 1998, taught at least one course per semester at the community college and university levels:

- At San Francisco State University, held an adjunct faculty position and taught courses in environmental geology, oceanography (lab and lecture), hydrogeology, and groundwater contamination.
- Served as a committee member for graduate and undergraduate students.
- Taught courses in environmental geology and oceanography at the College of Marin.
- Part time geology instructor at Golden West College in Huntington Beach, California from 2010 to 2014 and in 2017.

Summary of Testimony Experience Over Past Four Years

In Re New Jersey Department of Environmental Protection et al. vs. E.I. DuPont de Nemours and Company, in the United States District Court, District of New Jersey, Civil Action No. 1:19-cv-14766-RMB-JBC. Deposition in 2025. Representing Plaintiffs in matters regarding contamination of groundwater, wastewater, soil, and air with per- and poly-fluoroalkyl substances.

In Re Edmond Asher, et al., vs. RTX Corporation (f/k/a Raytheon Technologies Corporation, et al.) in the County of Huntington Superior Court, Indiana, Cause number 35D01-2006-CT-000338. Deposition in 2024. Representing Plaintiffs in matters regarding contamination of groundwater and soil vapor with trichlorethylene.

In Re Wright vs Consolidated Rail Corporation In the Circuit Court of Cook County, Illinois, Case No: 21L3966. Deposition in 2023, Representing Plaintiff in matters involving groundwater and drinking water contamination of perchloroethylene, trichlorethylene, 1,2-dichloroethane, and carbon tetrachloride.

In Re Behr Dayton Thermal Products LLC In the United States District Court for the Southern District of Ohio Western Division at Dayton, Case No: 08-cv-326. Deposition in 2022. Representing Plaintiff in matters regarding contamination of groundwater and indoor air with perchloroethylene and trichloethelene.

Orange County Water District vs. Sabic Innovative Plastics US, LLC, et al. In the Court of Appeal, Fourth District, Division 1, California, Case No: D070553. Deposition in 2020. Representing Plaintiff in matters involving compliance with The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA).

Los Angeles Waterkeeper vs. AAA Plating and Inspection, Inc. In the United States District Court for the Central District of California, Case No: No. CV 18-5916 PA (GJSx). Deposition in 2019. Expert witness representing Plaintiff in matters involving contaminated stormwater runoff at an industrial facility in Compton, California.

Californians for Alternatives to Toxics vs. Schneider Dock and Intermodal Facility. In the United States District Court for the Northern District of California, Case No: 3:17-cv-05287-JST. Deposition in 2019. Expert witness representing Plaintiff in matters involving contaminated stormwater runoff at an industrial facility in Eureka, California.

Bells et al. vs. The 3M Company et al. In the United States District Court for the District of Colorado, Case No: 1:16-CV-02531-RBJ. Deposition in 2018. Expert witness representing Plaintiff on matters regarding the general hydrogeological conditions present in an area impacted by per- and poly-fluoroalkyl substances.

Ungar vs. Foundation for Affordable Housing. In the Superior Court, State of California, Los Angeles County, Case No. BC628890 Deposition in 2017. Expert witness representing defendant on matters involving alleged drinking water contamination.

Invited Testimony, Reports, Papers and Presentations:

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Presentation to the Public Environmental Law Conference, Eugene, Oregon.

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Invited presentation to U.S.EPA Region 9, San Francisco, California.

Hagemann, M.F., 2005. Use of Electronic Databases in Environmental Regulation, Policy Making andPublic Participation. Brownfields 2005, Denver, Coloradao.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Nevada and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Las Vegas, NV (served on conference organizing committee).

Hagemann, M.F., 2004. Invited testimony to a California Senate committee hearing on air toxins atschools in Southern California, Los Angeles.

Brown, A., Farrow, J., Gray, A. and **Hagemann, M.**, 2004. An Estimate of Costs to Address MTBEReleases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells.
Presentation to the Ground Water and Environmental Law Conference, National GroundwaterAssociation.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Waterin

Arizona and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Phoenix, AZ (served on conference organizing committee).

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River and Impacts to Drinking Waterin the Southwestern U.S. Invited presentation to a special committee meeting of the National Academy of Sciences, Irvine, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to atribal EPA meeting, Pechanga, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to ameeting of tribal representatives, Parker, AZ.

Hagemann, M.F., 2003. Impact of Perchlorate on the Colorado River and Associated Drinking WaterSupplies. Invited presentation to the Inter-Tribal Meeting, Torres Martinez Tribe.

Hagemann, M.F., 2003. The Emergence of Perchlorate as a Widespread Drinking Water Contaminant.Invited presentation to the U.S. EPA Region 9.

Hagemann, M.F., 2003. A Deductive Approach to the Assessment of Perchlorate Contamination. Invited presentation to the California Assembly Natural Resources Committee.

Hagemann, M.F., 2003. Perchlorate: A Cold War Legacy in Drinking Water. Presentation to a meeting ofthe National Groundwater Association.

Hagemann, M.F., 2002. From Tank to Tap: A Chronology of MTBE in Groundwater. Presentation to ameeting of the National Groundwater Association.

Hagemann, M.F., 2002. A Chronology of MTBE in Groundwater and an Estimate of Costs to AddressImpacts to Groundwater. Presentation to the annual meeting of the Society of Environmental Journalists.

Hagemann, M.F., 2002. An Estimate of the Cost to Address MTBE Contamination in Groundwater(and Who Will Pay). Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to a meeting of the U.S. EPA andState Underground Storage Tank Program managers.

Hagemann, M.F., 2001. From Tank to Tap: A Chronology of MTBE in Groundwater. Unpublishedreport.

Hagemann, M.F., 2001. Estimated Cleanup Cost for MTBE in Groundwater Used as Drinking Water. Unpublished report.

Hagemann, M.F., 2001. Estimated Costs to Address MTBE Releases from Leaking Underground StorageTanks. Unpublished report.

Hagemann, M.F., and VanMouwerik, M., 1999. Potential Water Concerns Related to Snowmobile Usage.

Water Resources Division, National Park Service, Technical Report.

VanMouwerik, M. and **Hagemann, M.F**. 1999, Water Quality Concerns Related to Personal WatercraftUsage. Water Resources Division, National Park Service, Technical Report.

Hagemann, M.F., 1999, Is Dilution the Solution to Pollution in National Parks? The George WrightSociety Biannual Meeting, Asheville, North Carolina.

Hagemann, M.F., 1997, The Potential for MTBE to Contaminate Groundwater. U.S. EPA Superfund Groundwater Technical Forum Annual Meeting, Las Vegas, Nevada.

Hagemann, M.F., and Gill, M., 1996, Impediments to Intrinsic Remediation, Moffett Field Naval AirStation, Conference on Intrinsic Remediation of Chlorinated Hydrocarbons, Salt Lake City.

Hagemann, M.F., Fukunaga, G.L., 1996, The Vulnerability of Groundwater to Anthropogenic Contaminants on the Island of Maui, Hawaii. Hawaii Water Works Association Annual Meeting, Maui,October 1996.

Hagemann, M. F., Fukanaga, G. L., 1996, Ranking Groundwater Vulnerability in Central Oahu, Hawaii. Proceedings, Geographic Information Systems in Environmental Resources Management, Airand Waste Management Association Publication VIP-61.

Hagemann, M.F., 1994. Groundwater Characterization and Cleanup at Closing Military Basesin California. Proceedings, California Groundwater Resources Association Meeting.

Hagemann, M.F. and Sabol, M.A., 1993. Role of the U.S. EPA in the High Plains States Groundwater Recharge Demonstration Program. Proceedings, Sixth Biennial Symposium on the Artificial Recharge of Groundwater.

Hagemann, M.F., 1993. U.S. EPA Policy on the Technical Impracticability of the Cleanup of DNAPL-contaminated Groundwater. California Groundwater Resources Association Meeting.

Hagemann, M.F., 1992. Dense Nonaqueous Phase Liquid Contamination of Groundwater: An Ounce of Prevention... Proceedings, Association of Engineering Geologists Annual Meeting, v. 35.

Other Experience:
Selected as subject matter expert for the California Professional Geologist licensing examinations,2009-2011.

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

SOIL WATER AIR PROTECTION ENTERPRISE
2656 29th Street, Suite 201
Santa Monica, California 90405
Attn: Paul Rosenfeld, Ph.D.
Mobil: (310) 795-2335
Office: (310) 452-5555
Fax: (310) 452-5550
Email: prosenfeld@swape.com

Paul Rosenfeld, Ph.D.

Chemical Fate and Transport & Air Dispersion Modeling

Principal Environmental Chemist

Risk Assessment & Remediation Specialist

Education

Ph.D. Soil Chemistry, University of Washington, 1999. Dissertation on volatile organic compound filtration.

M.S. Environmental Science, U.C. Berkeley, 1995. Thesis on organic waste economics.

B.A. Environmental Studies, U.C. Santa Barbara, 1991. Focus on wastewater treatment.

Professional Experience

Dr. Rosenfeld has over 25 years of experience conducting environmental investigations and risk assessments for evaluating impacts to human health, property, and ecological receptors. His expertise focuses on the fate and transport of environmental contaminants, human health risk, exposure assessment, and ecological restoration. Dr. Rosenfeld has evaluated and modeled emissions from oil spills, landfills, boilers and incinerators, process stacks, storage tanks, confined animal feeding operations, industrial, military and agricultural sources, unconventional oil drilling operations, and locomotive and construction engines. His project experience ranges from monitoring and modeling of pollution sources to evaluating impacts of pollution on workers at industrial facilities and residents in surrounding communities. Dr. Rosenfeld has also successfully modeled exposure to contaminants distributed by water systems and via vapor intrusion.

Dr. Rosenfeld has investigated and designed remediation programs and risk assessments for contaminated sites containing lead, heavy metals, mold, bacteria, particulate matter, petroleum hydrocarbons, chlorinated solvents, pesticides, radioactive waste, dioxins and furans, semi- and volatile organic compounds, PCBs, PAHs, creosote, perchlorate, asbestos, per- and poly-fluoroalkyl substances (PFOA/PFOS), unusual polymers, fuel oxygenates (MTBE), among other pollutants. Dr. Rosenfeld also has experience evaluating greenhouse gas emissions from various projects and is an expert on the assessment of odors from industrial and agricultural sites, as well as the evaluation of odor nuisance impacts and technologies for abatement of odorous emissions. As a principal scientist at SWAPE, Dr. Rosenfeld directs air dispersion modeling and exposure assessments. He has served as an expert witness and testified about pollution sources causing nuisance and/or personal injury at sites and has testified as an expert witness on numerous cases involving exposure to soil, water and air contaminants from industrial, railroad, agricultural, and military sources.

Professional History:

Soil Water Air Protection Enterprise (SWAPE); 2003 to present; Principal and Founding Partner
UCLA School of Public Health; 2007 to 2011; Lecturer (Assistant Researcher)
UCLA School of Public Health; 2003 to 2006; Adjunct Professor
UCLA Environmental Science and Engineering Program; 2002-2004; Doctoral Intern Coordinator
UCLA Institute of the Environment, 2001-2002; Research Associate
Komex H_2O Science, 2001 to 2003; Senior Remediation Scientist
National Groundwater Association, 2002-2004; Lecturer
San Diego State University, 1999-2001; Adjunct Professor
Anteon Corp., San Diego, 2000-2001; Remediation Project Manager
Ogden (now Amec), San Diego, 2000-2000; Remediation Project Manager
Bechtel, San Diego, California, 1999 – 2000; Risk Assessor
King County, Seattle, 1996 – 1999; Scientist
James River Corp., Washington, 1995-96; Scientist
Big Creek Lumber, Davenport, California, 1995; Scientist
Plumas Corp., California and USFS, Tahoe 1993-1995; Scientist
Peace Corps and World Wildlife Fund, St. Kitts, West Indies, 1991-1993; Scientist

Publications:

Rosenfeld, P.E., Spaeth, K.R., McCarthy, S.J. *et al.* Camp Lejeune Marine Cancer Risk Assessment for Exposure to Contaminated Drinking Water From 1955 to 1987. *Water Air Soil Pollut* **235**, 124 (2024). https://doi.org/10.1007/s11270-023-06863-y.

Rosenfeld P.E., Spaeth K.R., Remy L.L., Byers V., Muerth S.A., Hallman R,C., Summers-Evans J., Barker S. (2023) Perfluoroalkyl substances exposure in firefighters: Sources and implications, *Environmental Research*, Volume 220, https://doi.org/10.1016/j.envres.2022.115164.

Rosenfeld P.E. and Spaeth K.R., (2023) Authors' Response to Letter to the Editor from Bullock and Ramacciotti, *Water Air Soil Pollution* Volume 234, https://doi.org/10.1007/s11270-023-06165-3

Rosenfeld P. E., Spaeth K., Hallman R., Bressler R., Smith, G., (2022) Cancer Risk and Diesel Exhaust Exposure Among Railroad Workers. *Water Air Soil Pollution.* **233,** 171.

Remy, L.L., Clay T., Byers, V., **Rosenfeld P. E.** (2019) Hospital, Health, and Community Burden After Oil Refinery Fires, Richmond, California 2007 and 2012. *Environmental Health.* 18:48

Simons, R.A., Seo, Y. **Rosenfeld, P**., (2015) Modeling the Effect of Refinery Emission On Residential Property Value. *Journal of Real Estate Research*. 27(3):321-342

Chen, J. A, Zapata A. R., Sutherland A. J., Molmen, D.R., Chow, B. S., Wu, L. E., **Rosenfeld, P. E.,** Hesse, R. C., (2012) Sulfur Dioxide and Volatile Organic Compound Exposure To A Community In Texas City Texas Evaluated Using Aermod and Empirical Data. *American Journal of Environmental Science*, 8(6), 622-632.

Rosenfeld, P.E. & Feng, L. (2011). *The Risks of Hazardous Waste.* Amsterdam: Elsevier Publishing.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2011). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Agrochemical Industry*, Amsterdam: Elsevier Publishing.

Gonzalez, J., Feng, L., Sutherland, A., Waller, C., Sok, H., Hesse, R., **Rosenfeld, P.** (2010). PCBs and Dioxins/Furans in Attic Dust Collected Near Former PCB Production and Secondary Copper Facilities in Sauget, IL. *Procedia Environmental Sciences*. 113–125.

Feng, L., Wu, C., Tam, L., Sutherland, A.J., Clark, J.J., **Rosenfeld, P.E.** (2010). Dioxin and Furan Blood Lipid and Attic Dust Concentrations in Populations Living Near Four Wood Treatment Facilities in the United States. *Journal of Environmental Health*. 73(6), 34-46.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2010). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Wood and Paper Industries.* Amsterdam: Elsevier Publishing.

Cheremisinoff, N.P., & **Rosenfeld, P.E.,** (2009). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Petroleum Industry*. Amsterdam: Elsevier Publishing.

Wu, C., Tam, L., Clark, J., **Rosenfeld, P**. (2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. *WIT Transactions on Ecology and the Environment, Air Pollution,* 123 (17), 319-327.

Cheremisinoff, N.P., **Rosenfeld, P.E.** Davletshin, A.R. (2008). ***Responsible Care***. Gulf Publishing. Texas.

Tam L. K., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). A Statistical Analysis Of Attic Dust And Blood Lipid Concentrations Of Tetrachloro-p-Dibenzodioxin (TCDD) Toxicity Equivalency Quotients (TEQ) In Two Populations Near Wood Treatment Facilities. *Organohalogen Compounds*, 70, 002252-002255.

Tam L. K., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). Methods For Collect Samples For Assessing Dioxins And Other Environmental Contaminants In Attic Dust: A Review. *Organohalogen Compounds*, 70, 000527-000530.

Hensley, A.R. A. Scott, J. J. J. Clark, **Rosenfeld, P.E.** (2007). Attic Dust and Human Blood Samples Collected near a Former Wood Treatment Facility. *Environmental Research*. 105, 194-197.

Rosenfeld, P.E., J. J. J. Clark, A. R. Hensley, M. Suffet. (2007). The Use of an Odor Wheel Classification for Evaluation of Human Health Risk Criteria for Compost Facilities. *Water Science & Technology* 55(5), 345-357.

Rosenfeld, P. E., M. Suffet. (2007). The Anatomy of Odour Wheels for Odours of Drinking Water, Wastewater, Compost And The Urban Environment. *Water Science & Technology* 55(5), 335-344.

Sullivan, P. J. Clark, J.J.J., Agardy, F. J., **Rosenfeld, P.E.** (2007). *Toxic Legacy, Synthetic Toxins in the Food, Water, and Air in American Cities.* Boston Massachusetts: Elsevier Publishing

Rosenfeld, P.E., and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash. *Water Science and Technology*. 49(9),171-178.

Rosenfeld P. E., J.J. Clark, I.H. (Mel) Suffet (2004). The Value of An Odor-Quality-Wheel Classification Scheme for The Urban Environment. *Water Environment Federation's Technical Exhibition and Conference (WEFTEC) 2004*. New Orleans, October 2-6, 2004.

Rosenfeld, P.E., and Suffet, I.H. (2004). Understanding Odorants Associated with Compost, Biomass Facilities, and the Land Application of Biosolids. *Water Science and Technology*. 49(9), 193-199.

Rosenfeld, P.E., and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash, *Water Science and Technology*, 49(9), 171-178.

Rosenfeld, P. E., Grey, M. A., Sellew, P. (2004). Measurement of Biosolids Odor and Odorant Emissions from Windrows, Static Pile and Biofilter. *Water Environment Research*. 76(4), 310-315.

Rosenfeld, P.E., Grey, M and Suffet, M. (2002). Compost Demonstration Project, Sacramento California Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Integrated Waste Management Board Public Affairs Office*, Publications Clearinghouse (MS–6), Sacramento, CA Publication #442-02-008.

Rosenfeld, P.E., and C.L. Henry. (2001). Characterization of odor emissions from three different biosolids. *Water Soil and Air Pollution*. 127(1-4), 173-191.

Rosenfeld, P.E., and Henry C. L., (2000). Wood ash control of odor emissions from biosolids application. *Journal of Environmental Quality.* 29, 1662-1668.

Rosenfeld, P.E., C.L. Henry and D. Bennett. (2001). Wastewater dewatering polymer affects on biosolids odor emissions and microbial activity. *Water Environment Research*. 73(4), 363-367.

Rosenfeld, P.E., and C.L. Henry. (2001). Activated Carbon and Wood Ash Sorption of Wastewater, Compost, and Biosolids Odorants. *Water Environment Research*, 73, 388-393.

Rosenfeld, P.E., and Henry C. L., (2001). High carbon wood ash effect on biosolids microbial activity and odor. *Water Environment Research*. 131(1-4), 247-262.

Chollack, T. and **P. Rosenfeld. (**1998). Compost Amendment Handbook for Landscaping. Prepared for and distributed by the City of Redmond, Washington State.

Rosenfeld, P. E. (1992). The Mount Liamuiga Crater Trail. *Heritage Magazine of St. Kitts*, 3(2).

Rosenfeld, P. E. (1993). High School Biogas Project to Prevent Deforestation on St. Kitts. *Biomass Users Network*, 7(1).

Rosenfeld, P. E. (1998). Characterization, Quantification, and Control of Odor Emissions from Biosolids Application To Forest Soil. Doctoral Thesis. University of Washington College of Forest Resources.

Rosenfeld, P. E. (1994). Potential Utilization of Small Diameter Trees on Sierra County Public Land. Master's thesis reprinted by the Sierra County Economic Council. Sierra County, California.

Rosenfeld, P. E. (1991). How to Build a Small Rural Anaerobic Digester & Uses Of Biogas In The First And Third World. Bachelor's Thesis. University of California.

Presentations:

Rosenfeld, P.E., "The science for Perfluorinated Chemicals (PFAS): What makes remediation so hard?" Law Seminars International, (May 9-10, 2018) 800 Fifth Avenue, Suite 101 Seattle, WA.

Rosenfeld, P.E., Sutherland, A; Hesse, R.; Zapata, A. (October 3-6, 2013). Air dispersion modeling of volatile organic emissions from multiple natural gas wells in Decatur, TX. *44th Western Regional Meeting, American Chemical Society.* Lecture conducted from Santa Clara, CA.

Sok, H.L.; Waller, C.C.; Feng, L.; Gonzalez, J.; Sutherland, A.J.; Wisdom-Stack, T.; Sahai, R.K.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Atrazine: A Persistent Pesticide in Urban Drinking Water. *Urban Environmental Pollution*. Lecture conducted from Boston, MA.

Feng, L.; Gonzalez, J.; Sok, H.L.; Sutherland, A.J.; Waller, C.C.; Wisdom-Stack, T.; Sahai, R.K.; La, M.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Bringing Environmental Justice to East St. Louis, Illinois. *Urban Environmental Pollution.* Lecture conducted from Boston, MA.

Rosenfeld, P.E. (April 19-23, 2009). Perfluoroctanoic Acid (PFOA) and Perfluoroactane Sulfonate (PFOS) Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*, Lecture conducted from Tuscon, AZ.

Rosenfeld, P.E. (April 19-23, 2009). Cost to Filter Atrazine Contamination from Drinking Water in the United States" Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*. Lecture conducted from Tuscon, AZ.

Wu, C., Tam, L., Clark, J., **Rosenfeld, P**. (20-22 July (2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. Brebbia, C.A. and Popov, V., eds., *Air Pollution XVII: Proceedings of the Seventeenth International Conference on Modeling, Monitoring and Management of Air Pollution*. Lecture conducted from Tallinn, Estonia.

Rosenfeld, P. E. (October 15-18, 2007). Moss Point Community Exposure To Contaminants From A Releasing Facility. *The 23rd Annual International Conferences on Soils Sediment and Water.* Platform lecture conducted at University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). The Repeated Trespass of Tritium-Contaminated Water Into A Surrounding Community Form Repeated Waste Spills From A Nuclear Power Plant. *The 23rd Annual International Conferences on Soils Sediment and Water*. Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). Somerville Community Exposure To Contaminants From Wood Treatment Facility Emissions. The *23rd Annual International Conferences on Soils Sediment and Water*. Lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld P. E. (March 2007). Production, Chemical Properties, Toxicology, & Treatment Case Studies of 1,2,3-Trichloropropane (TCP). *The Association for Environmental Health and Sciences (AEHS) Annual Meeting*. Lecture conducted from San Diego, CA.

Rosenfeld P. E. (March 2007). Blood and Attic Sampling for Dioxin/Furan, PAH, and Metal Exposure in Florala, Alabama. *The AEHS Annual Meeting.* Lecture conducted from San Diego, CA.

Hensley A.R., Scott, A., **Rosenfeld P.E.,** Clark, J.J.J. (August 21 – 25, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *The 26th International Symposium on Halogenated Persistent Organic Pollutants – DIOXIN2006*. Lecture conducted from Radisson SAS Scandinavia Hotel in Oslo Norway.

Hensley A.R., Scott, A., **Rosenfeld P.E.,** Clark, J.J.J. (November 4-8, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *APHA 134 Annual Meeting & Exposition.* Lecture conducted from Boston Massachusetts.

Paul Rosenfeld Ph.D. (October 24-25, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. Mealey's C8/PFOA. *Science, Risk & Litigation Conference.* Lecture conducted from The Rittenhouse Hotel, Philadelphia, PA.

Paul Rosenfeld Ph.D. (September 19, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, *Toxicology and Remediation PEMA Emerging Contaminant Conference*. Lecture conducted from Hilton Hotel, Irvine California.

Paul Rosenfeld Ph.D. (September 19, 2005). Fate, Transport, Toxicity, And Persistence of 1,2,3-TCP. *PEMA Emerging Contaminant Conference.* Lecture conducted from Hilton Hotel in Irvine, California.

Paul Rosenfeld Ph.D. (September 26-27, 2005). Fate, Transport and Persistence of PDBEs. *Mealey's Groundwater Conference.* Lecture conducted from Ritz Carlton Hotel, Marina Del Ray, California.

Paul Rosenfeld Ph.D. (June 7-8, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. *International Society of Environmental Forensics: Focus on Emerging Contaminants*. Lecture conducted from Sheraton Oceanfront Hotel, Virginia Beach, Virginia.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Fate Transport, Persistence and Toxicology of PFOA and Related Perfluorochemicals. *2005 National Groundwater Association Ground Water and Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, Toxicology and Remediation. *2005 National Groundwater Association Ground Water and Environmental Law Conference.* Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. and Rob Hesse R.G. (May 5-6, 2004). Tert-butyl Alcohol Liability and Toxicology, A National Problem and Unquantified Liability. *National Groundwater Association. Environmental Law Conference*. Lecture conducted from Congress Plaza Hotel, Chicago Illinois.

Paul Rosenfeld, Ph.D. (March 2004). Perchlorate Toxicology. *Meeting of the American Groundwater Trust*. Lecture conducted from Phoenix Arizona.

Hagemann, M.F., **Paul Rosenfeld, Ph.D.** and Rob Hesse (2004). Perchlorate Contamination of the Colorado River. *Meeting of tribal representatives*. Lecture conducted from Parker, AZ.

Paul Rosenfeld, Ph.D. (April 7, 2004). A National Damage Assessment Model for PCE and Dry Cleaners. *Drycleaner Symposium. California Ground Water Association*. Lecture conducted from Radison Hotel, Sacramento, California.

Rosenfeld, P. E., Grey, M., (June 2003) Two stage biofilter for biosolids composting odor control. *Seventh International In Situ And On Site Bioremediation Symposium Battelle Conference* Orlando, FL.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. (February 20-21, 2003) Understanding Historical Use, Chemical Properties, Toxicity and Regulatory Guidance of 1,4 Dioxane. *National Groundwater Association. Southwest Focus Conference. Water Supply and Emerging Contaminants*. Lecture conducted from Hyatt Regency Phoenix Arizona.

Paul Rosenfeld, Ph.D. (February 6-7, 2003). Underground Storage Tank Litigation and Remediation. *California CUPA Forum*. Lecture conducted from Marriott Hotel, Anaheim California.

Paul Rosenfeld, Ph.D. (October 23, 2002) Underground Storage Tank Litigation and Remediation. *EPA Underground Storage Tank Roundtable*. Lecture conducted from Sacramento California.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Understanding Odor from Compost, *Wastewater and Industrial Processes. Sixth Annual Symposium on Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Using High Carbon Wood Ash to Control Compost Odor. *Sixth Annual Symposium on Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Grey, M. A. (September 22-24, 2002). Biocycle Composting for Coastal Sage Restoration. *Northwest Biosolids Management Association*. Lecture conducted from Vancouver Washington.

Rosenfeld, P.E. and Grey, M. A. (November 11-14, 2002). Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Soil Science Society Annual Conferenc*e. Lecture conducted from Indianapolis, Maryland.

Rosenfeld. P.E. (September 16, 2000). Two stage biofilter for biosolids composting odor control. *Water Environment Federation.* Lecture conducted from Anaheim California.

Rosenfeld. P.E. (October 16, 2000). Wood ash and biofilter control of compost odor. *Biofest.* Lecture conducted from Ocean Shores, California.

Rosenfeld, P.E. (2000). Bioremediation Using Organic Soil Amendments. *California Resource Recovery Association*. Lecture conducted from Sacramento California.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation with High-Carbon Wood-Ash. *Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings*. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., and C.L. Henry. (1999). An evaluation of ash incorporation with biosolids for odor reduction. *Soil Science Society of America*. Lecture conducted from Salt Lake City Utah.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Comparison of Microbial Activity and Odor Emissions from Three Different Biosolids Applied to Forest Soil. *Brown and Caldwell.* Lecture conducted from Seattle Washington.

Rosenfeld, P.E., C.L. Henry. (1998). Characterization, Quantification, and Control of Odor Emissions from Biosolids Application To Forest Soil. *Biofest.* Lecture conducted from Lake Chelan, Washington.

Rosenfeld, P.E, C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation with High-Carbon Wood-Ash. Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., C.L. Henry, R. B. Harrison, and R. Dills. (1997). Comparison of Odor Emissions from Three Different Biosolids Applied to Forest Soil. *Soil Science Society of America*. Lecture conducted from Anaheim California.

Teaching Experience:

UCLA Department of Environmental Health (Summer 2003 through 20010) Taught Environmental Health Science 100 to students, including undergrad, medical doctors, public health professionals and nurses. The course focused on the health effects of environmental contaminants.

National Ground Water Association, Successful Remediation Technologies. Custom Course in Sante Fe, New Mexico. May 21, 2002. Focused on fate and transport of fuel contaminants associated with underground storage tanks.

National Ground Water Association; Successful Remediation Technologies Course in Chicago Illinois. April 1, 2002. Focused on fate and transport of contaminants associated with Superfund and RCRA sites.

California Integrated Waste Management Board, April and May 2001. Alternative Landfill Caps Seminar in San Diego, Ventura, and San Francisco. Focused on both prescriptive and innovative landfill cover design.

UCLA Department of Environmental Engineering, February 5, 2002. Seminar on Successful Remediation Technologies focusing on Groundwater Remediation.

University Of Washington, Soil Science Program, Teaching Assistant for several courses including Soil Chemistry, Organic Soil Amendments, and Soil Stability.

U.C. Berkeley, Environmental Science Program Teaching Assistant for Environmental Science 10.

Academic Grants Awarded:

California Integrated Waste Management Board. $41,000 grant awarded to UCLA Institute of the Environment. Goal: To investigate the effect of high carbon wood ash on volatile organic emissions from compost. 2001.

Synagro Technologies, Corona California: $10,000 grant awarded to San Diego State University.
Goal: investigate the effect of biosolids for restoration and remediation of degraded coastal sage soils. 2000.

King County, Department of Research and Technology, Washington State. $100,000 grant awarded to University of Washington: Goal: To investigate odor emissions from biosolids application and the effect of polymers and ash on VOC emissions. 1998.

Northwest Biosolids Management Association, Washington State. $20,000 grant awarded to investigate the effect of polymers and ash on VOC emissions from biosolids. 1997.

James River Corporation, Oregon: $10,000 grant was awarded to investigate the success of genetically engineered Poplar trees with resistance to round-up. 1996.

United State Forest Service, Tahoe National Forest: $15,000 grant was awarded to investigating fire ecology of the Tahoe National Forest. 1995.

Kellogg Foundation, Washington D.C. $500 grant was awarded to construct a large anaerobic digester on St. Kitts in West Indies. 1993

Deposition and/or Trial Testimony:

In Vanderburgh Superior Court 5, County of Vanderburgh, Indiana
Markello v CSX
Civil Action No 82D05-2011-CT-004962
Deposition 3-26-25

Iin the Circuit Court of Cook County Illinois
Jarosiewicz v Northeast Regional Railroad
Case No 2023 L 002290
Deposition 2-27-25

In the District Court 191st Judicial District Dallas County
Acklin v Poly America International
Cause No DC-22-08610
Deposition 1-8-2025

United States District Court, Norther District of California
Asustin Vs Monsanto
Case No 2:23-cv-272
Deposition 12-20-25

In Jefferson Circuit Court Division One, Louisville, Kentucky
Stafford vs, CSX
Case No. 18-CI-001790
Deposition: 8-27-24

In the Twenty-Second Judicial Circuit of St. Louis. State of Missouri
Patricia Godfrey vs, Amtrak
Case No. 2122-CC-00525
Deposition: 7-17-24

In the Circuit Court of Jefferson County Alabama
Linda Early Vs. CSX
Case number CV-2021-00241

Deposition 6-24-24

In the Court of Common Please Lucas County, Ohio
Brenda Conkright vs. CSX
Case No. G-4801-CI-0202102664-000
Deposition: 6-4-24

In the Commonwealth of Kentucky, Greenup Circuit Court
Patsy Sue Napier vs. CSX
Case No. 19-CI-0012
Deposition: 5-8-2-24

In United States District Court of Hawaii
Patrick Feindt, Jr. et al. vs. The United States of America
Case No. 1:22-cv-LEK-KJM
Trial 3-29-24 and 4-5-24

In the District Court of Hood County State of Texas
Artie Gray vs. Exxon Mobil
Case No. C-2018047
Rosenfeld Deposition:4-22-2024

In the Elkhart Superior Court State of Indiana
Estate of Clark Stacy vs. Penn Central Corporation
Cause No 2D01-2001-CT-00007
Rosenfeld Deposition 1-25-2024 and 3-7-2024

In the Circuit Court of Trempealeau County, State of Wisconsin
Michael J. Sylla et al. vs. High-Crush Whitehall LLC
Case No. 2019-CV-63, 2019-CV-64, 2019-CV-65, 2019-CV-66
Rosenfeld Deposition: 3-5-2024

In the Circuit Court of Trempealeau County, State of Wisconsin
Leland Drangstveit vs. High-Crush Blair LLC
Case No. 19-CV-66
Rosenfeld Deposition 3-5-2024

In the Circuit Court of Jefferson County Alabama
Donald Lee Ashworth vs. CSX Transportation Inc.
Case No CV-2021-901261
Rosenfeld Deposition 1-23-2024

In the United States District Court for the Eastern District of Wisconsin
Gary L Siepe vs. Soo Line Railroad
Case No. 2:21-cv-00919
Rosenfeld Deposition 1-19-2024

In the United States District Court for the Western District of Louisiana
Ricky Bush v. Clean Harbors Colfax LLC
Case No. 1:22-cv-02026-DDD-JPM
Rosenfeld Deposition 12-18-2023 and 1-15-2024

In United States District Court of Hawaii
Patrick Feindt, Jr. et al. vs. The United States of America
Case No. 1:22-cv-LEK-KJM
Rosenfeld Deposition 11-29-2023

In the Circuit Court for the Twentieth Judicial Circuit St. Clair County, Illinois
Timothy Gray vs. Rural King et al.
Case No 2022-LA-355
Rosenfeld Deposition 9-26-2023

In United States District Court Eastern District of Wisconsin
Gary L. Siepe vs. Soo Line Railroad Company
Case No. 2:21-cv-00919
Rosenfeld Deposition 9-15-2023

In the Circuit Court of Cook County Illinois
Donald Fox vs. BNSF
Case No. 2021 L12
Rosenfeld Deposition 9-12-2023

In the Court of Common Please Cuyahoga County, Ohio
Thomas Schleich vs. Penn Central Corporation
Lead Case No. CV-20-939184
Rosenfeld Deposition 8-27-2023

In the Circuit Court of Jackson County Missouri at Kansas City
Timothy Dalsing vs. BNSF
Case No. No. 2216-cv06539
Rosenfeld Deposition 7-28-2023

In the United States District Court for the Southern District of Texas Houston Division
International Terminals Company LLC Deer Park Fire Litigation
Lead Case No. 4:19-cv-01460
Rosenfeld Deposition 7-25-2023

In the Circuit Court of Livingston County Missouri
Shirley Ralls vs. Canadian Pacific Railway and Soo Lind Railroad
Case No. 28LV-CV0020
Rosenfeld Daubert Hearing 7-18-2023 Trial Testimony 7-19-2023

In the Circuit Court of Cook County Illinois
Brenda Wright vs. Penn Central and Conrail
Case No. No. 2032L003966
Rosenfeld Deposition 6-13-2023

In the Circuit Court Common Please Philadelphia of Jefferson County Alabama
Frank Belle vs. Birmingham Southern Railroad Company et al.
Case No. 01-cv-2021-900901.00
Rosenfeld Deposition 4-6-2023

In the Circuit Court of Jefferson County Alabama
Linda De Gregorio vs. Penn Central
Case No. 002278
Rosenfeld Deposition 3-27-20203

In the United States District Court Eastern District of New York
Rosalie Romano et al. vs. Northrup Grumman Corporation
Case No. 16-cv-5760
Rosenfeld Deposition 3-16-2023

In the Superior Court of Washington, Spokane County
Judy Cundy vs. BNSF
Case No. 21-2-03718-32
Rosenfeld Deposition 3-9-2023

In The Court of Common Pleas of Philadelphia County, PA Civil Trial Division
Feaster v Conrail
Case No. 001075
Rosenfeld Deposition 2-1-2023

In United States District Court for the Central District of Illinois
Sherman vs. BNSF
Case No. 3:17-cv-01192
Rosenfeld Deposition 1-18-2023

In United States District Court District of Colorado
Gonzales vs. BNSF
Case No. 1:21-cv-01690
Rosenfeld Deposition 1-17-2023

In United States District Court District of Colorado
Abeyta vs. BNSF
Case No. 1:21-cv-01689-KMT
Rosenfeld Deposition 1-3-2023

In United States District Court For The Easter District of Louisiana
Nathaniel Smith vs. Illinois Central Railroad
Case No. 2:21-cv-01235
Rosenfeld Deposition 11-30-2022

In the Superior Court of the State of California, County of San Bernardino
Billy Wildrick, Plaintiff vs. BNSF Railway Company
Case No. CIVDS1711810
Rosenfeld Deposition 10-17-2022

In the State Court of Bibb County, State of Georgia
Richard Hutcherson, Plaintiff vs Norfolk Southern Railway Company
Case No. 10-SCCV-092007
Rosenfeld Deposition 10-6-2022

In the Civil District Court of the Parish of Orleans, State of Louisiana
Millard Clark, Plaintiff vs. Dixie Carriers, Inc. et al.
Case No. 2020-03891
Rosenfeld Deposition 9-15-2022

In The Circuit Court of Livingston County, State of Missouri, Circuit Civil Division
Shirley Ralls, Plaintiff vs. Canadian Pacific Railway and Soo Line Railroad
Case No. 18-LV-CC0020
Rosenfeld Deposition 9-7-2022

In The Circuit Court of the 13th Judicial Circuit Court, Hillsborough County, Florida Civil Division
Jonny C. Daniels, Plaintiff vs. CSX Transportation Inc.
Case No. 20-CA-5502
Rosenfeld Deposition 9-1-2022

In The Circuit Court of St. Louis County, State of Missouri

Kieth Luke et. al. Plaintiff vs. Monsanto Company et. al.
Case No. 19SL-CC03191
Rosenfeld Deposition 8-25-2022

In The Circuit Court of the 13th Judicial Circuit Court, Hillsborough County, Florida Civil Division
Jeffery S. Lamotte, Plaintiff vs. CSX Transportation Inc.
Case No. NO. 20-CA-0049
Rosenfeld Deposition 8-22-2022

In State of Minnesota District Court, County of St. Louis Sixth Judicial District
Greg Bean, Plaintiff vs. Soo Line Railroad Company
Case No. 69-DU-CV-21-760
Rosenfeld Deposition 8-17-2022

In United States District Court Western District of Washington at Tacoma, Washington
John D. Fitzgerald Plaintiff vs. BNSF
Case No. 3:21-cv-05288-RJB
Rosenfeld Deposition 8-11-2022

In Circuit Court of the Sixth Judicial Circuit, Macon Illinois
Rocky Bennyhoff Plaintiff vs. Norfolk Southern
Case No. 20-L-56
Rosenfeld Deposition 8-3-2022, Trial 1-10-2023

In Court of Common Pleas, Hamilton County Ohio
Joe Briggins Plaintiff vs. CSX
Case No. A2004464
Rosenfeld Deposition 6-17-2022

In the Superior Court of the State of California, County of Kern
George LaFazia vs. BNSF Railway Company.
Case No. BCV-19-103087
Rosenfeld Deposition 5-17-2022

In the Circuit Court of Cook County Illinois
Bobby Earles vs. Penn Central et. al.
Case No. 2020-L-000550
Rosenfeld Deposition 4-16-2022

In United States District Court Easter District of Florida
Albert Hartman Plaintiff vs. Illinois Central
Case No. 2:20-cv-1633
Rosenfeld Deposition 4-4-2022

In the Circuit Court of the 4th Judicial Circuit, in and For Duval County, Florida
Barbara Steele vs. CSX Transportation
Case No.16-219-Ca-008796
Rosenfeld Deposition 3-15-2022

In United States District Court Easter District of New York
Romano et al. vs. Northrup Grumman Corporation
Case No. 16-cv-5760
Rosenfeld Deposition 3-10-2022

In the Circuit Court of Cook County Illinois
Linda Benjamin vs. Illinois Central

Case No. No. 2019 L 007599
Rosenfeld Deposition 1-26-2022

In the Circuit Court of Cook County Illinois
Donald Smith vs. Illinois Central
Case No. No. 2019 L 003426
Rosenfeld Deposition 1-24-2022

In the Circuit Court of Cook County Illinois
Jan Holeman vs. BNSF
Case No. 2019 L 000675
Rosenfeld Deposition 1-18-2022

In the State Court of Bibb County State of Georgia
Dwayne B. Garrett vs. Norfolk Southern
Case No. 20-SCCV-091232
Rosenfeld Deposition 11-10-2021

In the Circuit Court of Cook County Illinois
Joseph Ruepke vs. BNSF
Case No. 2019 L 007730
Rosenfeld Deposition 11-5-2021

In the United States District Court For the District of Nebraska
Steven Gillett vs. BNSF
Case No. 4:20-cv-03120
Rosenfeld Deposition 10-28-2021

In the Montana Thirteenth District Court of Yellowstone County
James Eadus vs. Soo Line Railroad and BNSF
Case No. DV 19-1056
Rosenfeld Deposition 10-21-2021

In the Circuit Court Of The Twentieth Judicial Circuit, St Clair County, Illinois
Martha Custer et al. vs Cerro Flow Products, Inc.
Case No. 0i9-L-2295
Rosenfeld Deposition 5-14-2021
Trial October 8-4-2021

In the Circuit Court of Cook County Illinois
Joseph Rafferty vs. Consolidated Rail Corporation and National Railroad Passenger Corporation d/b/a AMTRAK,
Case No. 18-L-6845
Rosenfeld Deposition 6-28-2021

In the United States District Court For the Northern District of Illinois
Theresa Romcoe vs. Northeast Illinois Regional Commuter Railroad Corporation d/b/a METRA Rail
Case No. 17-cv-8517
Rosenfeld Deposition 5-25-2021

In the Superior Court of the State of Arizona In and For the Cunty of Maricopa
Mary Tryon et al. vs. The City of Pheonix v. Cox Cactus Farm, L.L.C., Utah Shelter Systems, Inc.
Case No. CV20127-094749
Rosenfeld Deposition 5-7-2021

In the United States District Court for the Eastern District of Texas Beaumont Division

Robinson, Jeremy et al vs. CNA Insurance Company et al.
Case No. 1:17-cv-000508
Rosenfeld Deposition 3-25-2021

In the Superior Court of the State of California, County of San Bernardino
Gary Garner, Personal Representative for the Estate of Melvin Garner vs. BNSF Railway Company.
Case No. 1720288
Rosenfeld Deposition 2-23-2021

From: Danica Nguyen
To: Mason, Krista
Cc: Sam Wang
Subject: RE: Technical Data Request: Proposed Thrifty Oil North Business Center Project
Date: Wednesday, May 14, 2025 6:59:00 AM

Good morning, Krista,

Thank you for quickly providing the requested files. I was able to access and download them.

Regards,

Danica Nguyen
Air Quality Specialist, CEQA-IGR
Planning, Rule Development & Implementation
South Coast Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765
Phone: (909) 396-3531
E-mail: dnguyen1@aqmd.gov
Please note South Coast AQMD is closed on Mondays.

From: Mason, Krista <KMason@Rivco.org>
Sent: Tuesday, May 13, 2025 5:09 PM
To: Danica Nguyen <dnguyen1@aqmd.gov>
Cc: Sam Wang <swang1@aqmd.gov>
Subject: [EXTERNAL] RE: Technical Data Request: Proposed Thrifty Oil North Business Center Project

Good afternoon,

Please find the link to the modeling files below:

https://urbanxroads.egnyte.com/fl/4Cwq0QyjPH

Please confirm you are able to access the files, and if you need additional information.

Thank you,

Krista

From: Danica Nguyen <dnguyen1@aqmd.gov>
Sent: Tuesday, May 13, 2025 4:04 PM
To: Mason, Krista <KMason@Rivco.org>
Cc: Sam Wang <swang1@aqmd.gov>

Subject: Technical Data Request: Proposed Thrifty Oil North Business Center Project

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.

Dear Krista Mason,

South Coast AQMD staff received the Notice of Intent to Adopt a Negative Declaration (NOI/ND) for the **Proposed Thrifty Oil North Business Center Project** (South Coast AQMD Control Number: RVC250507-03). Staff is currently in the process of reviewing the NOI/ND. According to the NOI/MND, the public comment period is from 05/02/2025 -05/21/2025.

Upon review of the files provided as part of the public review period, I was able to access the NOI/ND and Appendices via the County's website.

Please provide an electronic copy of any live modeling and emission calculation files (complete data files, not summaries) that were used to quantify the air quality impacts from construction and/or operation of the Proposed Project as applicable, including the following:

- CalEEMod Input Files (.csv and .json files);
- Live EMFAC output files;
- Any emission calculation file(s) (live version of excel file(s); no PDF) used to calculate the Project's emission sources (i.e. truck operations);
- AERMOD Input and Output files, including AERMOD View file(s) (.isc);
- HARP Input and Output files and/or cancer risk calculation files (live version of excel file(s); no PDF) used to calculate cancer risk, and chronic and acute hazards from the Project;
- Any other files related to post-processing done outside of AERMOD to calculate pollutant-specific concentrations (if applicable).

You may send the above-mentioned files via a Dropbox link in which they may be accessed and downloaded by South Coast AQMD staff by **05/19/2025**. Without all files and supporting documentation, South Coast AQMD staff will be unable to complete a review of the air quality analyses in a timely manner. Any delays in providing all supporting documentation will require additional time for review beyond the end of the comment period.

Thank you for your assistance. If you have any questions regarding this request, please feel free to contact me.

Regards,

Danica Nguyen
Air Quality Specialist, CEQA-IGR
Planning, Rule Development & Implementation
South Coast Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765
Phone: (909) 396-3531

E-mail: dnguyen1@aqmd.gov
Please note South Coast AQMD is closed on Mondays.

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County of Riverside California

From: Executive Director
To: Mason, Krista
Cc: Assistant Executive Director; Ramon Amaya; Rich Golding
Subject: Re: Thrifty Oil North Business Center Appendices Request 2025050128 - MND
Date: Monday, May 12, 2025 11:54:58 AM

Thanks Krista, it is appreciated. We're able to access the files.

From: Mason, Krista <KMason@Rivco.org>
Sent: Monday, May 12, 2025 10:26 AM
To: Executive Director <executivedirector@goldenstateeja.com>
Cc: Assistant Executive Director <assistantexecutivedirector@goldenstateeja.com>; Ramon Amaya <ramaya@goldenstateeja.com>; Rich Golding <rgolding@goldenstateeja.com>
Subject: RE: Thrifty Oil North Business Center Appendices Request 2025050128 - MND

Good morning,

Please find the link to the modeling files below:

https://urbanxroads.egnyte.com/fl/4Cwq0QyjPH

Please confirm you are able to access the files, and if you need additional information.

Thank you,

Krista

From: Executive Director <executivedirector@goldenstateeja.com>
Sent: Friday, May 9, 2025 5:21 PM
To: Mason, Krista <KMason@Rivco.org>
Cc: Assistant Executive Director <assistantexecutivedirector@goldenstateeja.com>; Ramon Amaya <ramaya@goldenstateeja.com>; Rich Golding <rgolding@goldenstateeja.com>
Subject: Re: Thrifty Oil North Business Center Appendices Request 2025050128 - MND

Thank you for your quick response, it is appreciated!

From: Mason, Krista <KMason@Rivco.org>
Sent: Friday, May 9, 2025 4:19 PM
To: Executive Director <executivedirector@goldenstateeja.com>
Cc: Assistant Executive Director <assistantexecutivedirector@goldenstateeja.com>; Ramon Amaya <ramaya@goldenstateeja.com>; Rich Golding <rgolding@goldenstateeja.com>
Subject: RE: Thrifty Oil North Business Center Appendices Request 2025050128 - MND

The information has been requested.

Thank you,

Krista

From: Executive Director <executivedirector@goldenstateeja.com>
Sent: Friday, May 9, 2025 3:54 PM
To: Mason, Krista <KMason@Rivco.org>
Cc: Assistant Executive Director <assistantexecutivedirector@goldenstateeja.com>; Ramon Amaya <ramaya@goldenstateeja.com>; Rich Golding <rgolding@goldenstateeja.com>; Executive Director <executivedirector@goldenstateeja.com>
Subject: Re: Thrifty Oil North Business Center Appendices Request 2025050128 - MND

Hi Krista,

We didn't come across the CalEEMod output files in the reports. Can you tell us where they are located or send gee files.

Thank you,
Joe Bourgeois

Get Outlook for iOS

From: Executive Director <executivedirector@goldenstateeja.com>
Sent: Thursday, May 8, 2025 7:49:13 PM
To: Mason, Krista <KMason@Rivco.org>
Cc: Assistant Executive Director <assistantexecutivedirector@goldenstateeja.com>; Ramon Amaya <ramaya@goldenstateeja.com>; Rich Golding <rgolding@goldenstateeja.com>
Subject: Re: Thrifty Oil North Business Center Appendices Request 2025050128 - MND

Hi Krista,

Thanks for the follow up. We were able to access the appendices.

Joe

From: Mason, Krista <KMason@Rivco.org>
Sent: Thursday, May 8, 2025 9:46 AM
To: Executive Director <executivedirector@goldenstateeja.com>
Cc: Assistant Executive Director <assistantexecutivedirector@goldenstateeja.com>; Ramon Amaya

<ramaya@goldenstateeja.com>; Rich Golding <rgolding@goldenstateeja.com>
Subject: RE: Thrifty Oil North Business Center Appendices Request 2025050128 - MND

I have checked the website and I am able to access the documents. I left you a voicemail, you can give me a call and I will walk you through the website to see if you are still unable to access the docs. If not, I can troubleshoot the issue.

Thank you,

Krista

From: Executive Director <executivedirector@goldenstateeja.com>
Sent: Thursday, May 8, 2025 9:28 AM
To: Mason, Krista <KMason@Rivco.org>
Cc: Assistant Executive Director <assistantexecutivedirector@goldenstateeja.com>; Ramon Amaya <ramaya@goldenstateeja.com>; Rich Golding <rgolding@goldenstateeja.com>
Subject: Re: Thrifty Oil North Business Center Appendices Request 2025050128 - MND

Hello Ms. Mason,

I was only able to view the NOI. Appendices were not attached.

Please advise,

Thank you,

Joe Bourgeois

Get Outlook for iOS

From: Mason, Krista <KMason@Rivco.org>
Sent: Thursday, May 8, 2025 9:18:10 AM
To: Executive Director <executivedirector@goldenstateeja.com>
Cc: Assistant Executive Director <assistantexecutivedirector@goldenstateeja.com>; Ramon Amaya <ramaya@goldenstateeja.com>; Rich Golding <rgolding@goldenstateeja.com>
Subject: RE: Thrifty Oil North Business Center Appendices Request 2025050128 - MND

Good morning,

The MND and the technical appendices can be accessed on the County of Riverside Department of Planning website at the link below:

https://planning.rctlma.org/environmental-notices-ceqa

Please scroll to the bottom of the page, and let me know if you are able to access the documents.

Thank you,

Krista Mason

From: Executive Director <executivedirector@goldenstateeja.com>
Sent: Wednesday, May 7, 2025 2:36 PM
To: Mason, Krista <KMason@Rivco.org>
Cc: Assistant Executive Director <assistantexecutivedirector@goldenstateeja.com>; Ramon Amaya <ramaya@goldenstateeja.com>; Rich Golding <rgolding@goldenstateeja.com>
Subject: Thrifty Oil North Business Center Appendices Request 2025050128 - MND
Importance: High

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.

Good afternoon Ms. Mason,

We are unable to locate the Appendices for the project in the subject line on the County website nor CEQANET.

Would you please forward the appendices immediately, so we can review them as this project has a deadline for comments that ends on 5/21/2025.

Thank you,

Joe Bourgeois
Executive Director
Golden State Environmental Justice Alliance
B - (951) 279-4697

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County of Riverside California

May 21, 2025

County of Riverside Planning Department
Attn: Krista Mason, Project Planner
4080 Lemon Street, 12th Floor
Riverside, CA 92502
Submitted via email at kmason@rivco.org.

Re: Thrifty Oil North Business Center MND (SCH #2025050128)

Dear Krista Mason,

This letter is being written on behalf of the Center for Community Action and Environmental Justice (CCAEJ) in response to the Mitigated Negative Declaration for the proposed Thrifty Oil North Business Center (SCH #2025050128) which has been proposed for construction in the Mead Valley area of Riverside County. After reviewing the MND document, there are a handful of questions and concerns which we would like to ensure are addressed before final construction occurs.

We are heartened to see that the Project endeavors to comply with the requirements of AB98 (Carillo, 2024) and will incorporate the necessary elements to qualify for the 21st Century Warehouse. Additionally, the proposed size of nearly 186,000 square feet will mean that it is large enough to be covered by the South Coast Air Quality Management District's Rule 2305: indirect sources rule for warehouses. We hope that following the law and including these elements from the beginning will be enough to ward off the worst outcomes that have otherwise been all too common an affliction for communities where warehouses have been placed.

Nevertheless, there are some lingering issues that are presented with the Project as proposed. The primary concern is for the change of zoning. Though it does not appear that the Project would actually remove any homes, it is stated that it will involve a rezone from the current Rural Residential zoning to Industrial Park. This is a substantial shift in land uses, all being undertaken less than a decade from when the Mead Valley Area Plan was published, including input from public engagement at the time. It is concerning to see these changes being made at this junction without more public participation as the community members remain very invested in the future of Mead Valley and maintaining it as a haven for those seeking a quieter pace of life. While it is understandable that eventually some things might change, it would be preferable to have far more public input on the process.

An additional point to consider is that of access to the Project by bicycles. We would strongly recommend the use of the Association of Pedestrian and Bicycle Professionals' bike parking standards[1] to provide the proper bike parking at the site. Similarly, the fact that the Project will be constructing new road infrastructure presents an opportunity to ensure that it uses the best designs for bicycle facilities such as those detailed in the Caltrans contextual guidance[2] from the beginning—crucial for smoothing compliance with SB932 (Portantino, 2022).

Thank you for your time and consideration on this matter. If there are any questions, please do not hesitate to reach out.

Sincerely,



Marven E. Norman
Environmental Policy Analyst

CC: Inland Empire Biking Alliance

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.

[1] https://www.apbp.org/assets/docs/EssentialsofBikeParking_FINA.pdf
[2] 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

5/9/25

KRISTA MASON: Project Planner.
P.O. Box #1409: Riverside, Ca. 92502
-1409

PLEASE be advised of my 110% support for STEPHANE WANCHEL and ORDEN CO project.

We need good paying jobs here in MEAD VALLEY.

My family has lived in MEAD VALLEY since 1958.

We CANNOT stop good positive progress..!

Alot of VETERANS can find jobs here.

Thank you for considering my input.

Best wishes

Darrell M. Rancer

951-657-0435

PoBox 1136 Perris Ca
92572

PO BOX 1136
Perris Ca 92572

SN BERNARDINO CA 923
9 MAY 2025 PM 7 L



To: Krista Mason: Project P:
P.O. Box # 1409:
Riverside, Calif. 92502-1409

92502-140909

SAN GORGONIO CHAPTER

Moreno Valley/Box Springs Group

SENT VIA EMAIL
June 17, 2025

Krista Mason, Principal Planner
County of Riverside
Email: kmason@rivco.org;

RE: **Public comment for Thrifty Oil North Business Center – SCH# 2025050128 Mitigated Negative Declaration**

Dear Ms. Mason,

Thank you for the opportunity to provide comments on the Mitigated Negative Declaration (MND) on the Thrifty Oil North Business Center – SCH # 2025050128. We apologize for commenting outside of the official comment period but did not receive notification on this project MND being released despite commenting on it verbally and in writing to the County throughout the foundation general plan amendment process in 2024. Please notify us of any future hearing notices or project updates.

The Project aims to construct a 185,912 sq.ft. speculative warehouse on the southeast corner of Placentia Avenue and Tobacco Road in Mead Valley. This action requires a Foundation General Plan Amendment from Rural Community – Very Low Density Residential to Community Development – Business Park and a rezone from rural Residential 1-acre (R-R-1) to Industrial Park (I-P).

The property has single family homes due West and the future Mead Valley Wellness Village due east, which includes a wellness and education center, children and youth crisis residential program, urgent care facility, transitional housing, and mental health rehab inpatient facility – with a total of 522 beds. The project is in an 81st percentile environmental justice census tract 06065042904. The project consists of discretionary actions for multiple changes to amend the general plan and zoning to accommodate the more intense industrial development than the existing Mead Valley Area Plan contemplated.

In our review, the Sierra Club Box Springs Group found the Project MND deficient in multiple areas. A summary is listed here, with detailed information in the body of the letter supporting each claim.

1. The County did not discuss or perform a Cumulative Impacts Analysis as required under CEQA for traffic, land use, housing, air quality, and environmental justice. CEQA guidelines.

§ 15355 defines cumulative impacts as two or more individual effects which, when considered together, are considerable or which compound or increase other impacts. The individual effects may be changes from several separate projects. The cumulative impact from several projects are the incremental impact to other closely related past, present, and reasonably foreseeable future projects. Mead Valley is already the most burdened community in the Inland Empire (see **Figure 1**). A reasonable list of projects to include that are 'cumulatively considerable' and 'reasonably foreseeable' within 2 miles of the project include:

a. Harvest Landing (SCH# 2024080337) – 288 acres of warehouses
b. Cajalco Commerce Center (SCH# 2023060799) and GPA 240005 – Rezone 50 acres from VLDR to Light Industrial
c. Ramona Gateway (SCH #2022040023) – Approved 47 acre warehouse project
d. Rider and Patterson Business Center (SCH#2022120110) – Approved 37 acre warehouse project
e. Harvill at Water Industrial (SCH #2022050490) – approved 20 acre warehouse project
f. Seaton Ave and Cajalco Rd Industrial project (SCH # 2022060441) – approved 17 acre warehouse project
g. BCI IV Harvill Industrial Center (SCH #2023030724) – approved 9 acre warehouse project
h. Patterson and Harvill Business Center (SCH #2024101276) – approved 5 acre warehouse project
i. GPA 240049 – Rezone 18 acres from VLDR to Business Park
j. GPA 240063 – Rezone 58 acres from VLDR to Business Park
k. GPA 240026 – Rezone 162 acres from Rural Residential to Light Industrial
l. GPA 240082 – Rezone 15 acres from VLDR to Light Industrial
m. GPA 240042 – Rezone 17 acres from VLDR to Business Park
n. GPA 240012 – Rezone 9.5 acres from VLDR to Light Industrial
o. GPA 240022 – Rezone 321.1 acres from Rural residential to Specific Plan
p. GPA 240027 – Rezone 10.5 acres from VLDR to Light Industrial
q. GPA 240004 – Rezone 19.5 acres from VLDR to Light Industrial
r. GPA 240059 – Rezone 8.5 acres from VLDR to Light Industrial

2. The circulation for the proposed project provides truck access on Placentia Avenue with an overflow truck entrance on Tobacco Road. Tobacco Road is not a designated truck route and does not meet truck route requirements established under Assembly Bill 98 and encoded in 65098.2.7(b) to minimize adverse impacts on residential communities and enhance transportation efficiency. Placentia Avenue is the only local road that meets those requirements. Since the site is NOT in an existing industrial zone, and a traffic analysis has not been completed, a waiver cannot be granted.
3. The project claims it is not located within any special hazard zone on p. 7 and p. 94 of the MND. This is false as the property was designated a very high fire hazard severity zone in the state local responsibility map released in March 2025 available on the Riverside County Fire

website[1]. The project needs to be analyzed for compliance with Very High Fire Hazard Severity Zone areas, construction, and circulation and reviewed by the County Fire Marshall. Mitigation of construction, materials, and landscaping may be required.

4. The project asserts that the "Healthy Communities" element of the General Plan is not applicable as it is a 'warehouse within an industrial area'. It fails to acknowledge the harmful impacts of industrial land use on adjacent parcels and specifically does not analyze for the impacts on vulnerable populations at the Wellness Center to the east which will be completely surrounded by warehouse land uses and a busy freeway full of diesel trucks. Most absurdly, the dock doors, trailer parking, and truck access driveway is adjacent to the transition housing and urgent care facility buildings to the east of the project and no receptors were designated on that site for the air quality impact analysis on p. 32. This is clearly a result of the County failing to mandate a cumulative impact analysis to ensure adjacent compatibility. This is especially problematic since the current land use is very low density residential – this site is being rezoned to be industrial. Moreover, community members in Mead Valley and in adjacent communities made public comment at Municipal Advisory Council, Planning Director Hearing meetings, Planning Commission meetings, and Board of Supervisor hearings on this project, in addition to submitting written comment. The community engagement component of 'Healthy Communities' within the General Plan is ignored and omitted.
5. Table 3 and Table 4 omit adjacent warehouse projects to assess whether these effects are cumulatively considerable for localized significance. Given the hundreds of acres of adjacent rezones and the 10s of millions of square feet of approved warehouses under construction, these affects are clearly significant and above localized significance thresholds when considering the cumulatively considerable impacts of trucks from the sum total of reasonably foreseeable projects. Please justify omitting the dozens of other in development warehouses around the project from this analysis.
6. A foundation component change requires providing findings pursuant to County Ordinance 348, Article II Section 2.4. These findings are not provided in the MND on why this project is consistent with the County Vision, is not determinantal to the Mead Valley Area Plan, and what unanticipated changes have occurred that require an industrial upzone.

[1] https://www.rvcfire.org/our-departments/fire-marshal/FHSZ-map

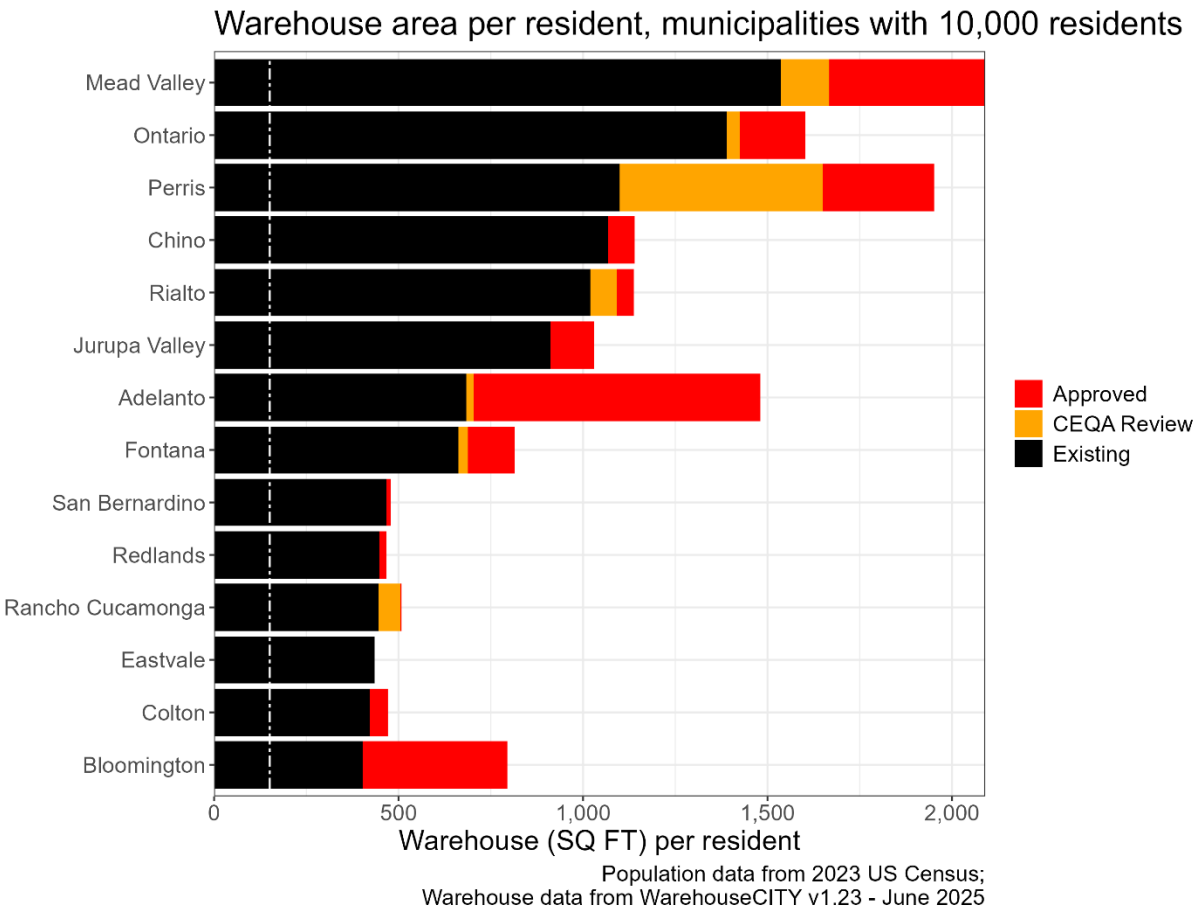


Figure 1. Per capita warehouse area (sq ft) for Inland Empire cities and census designated places. Note, this does not include about 1,000 acres of the planned FGPA projects.

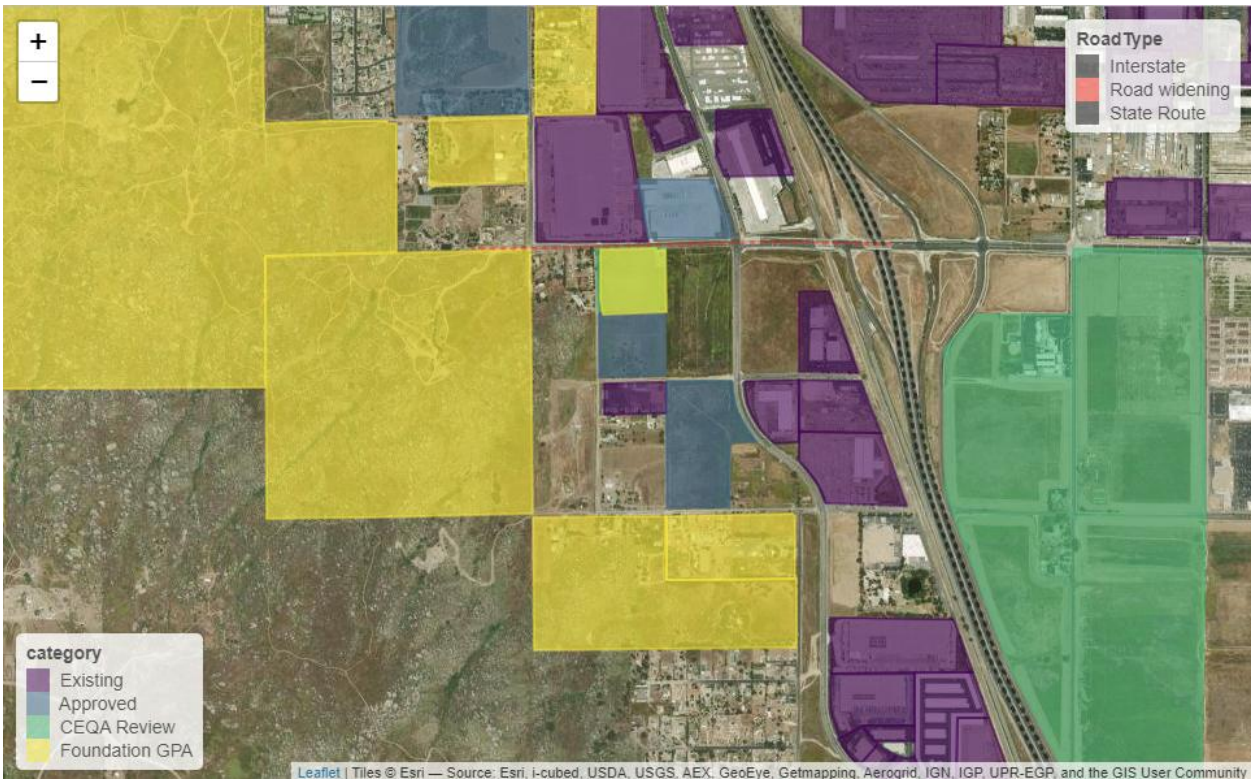


Figure 2. Existing, approved, and proposed warehouse land uses surrounding the project site.

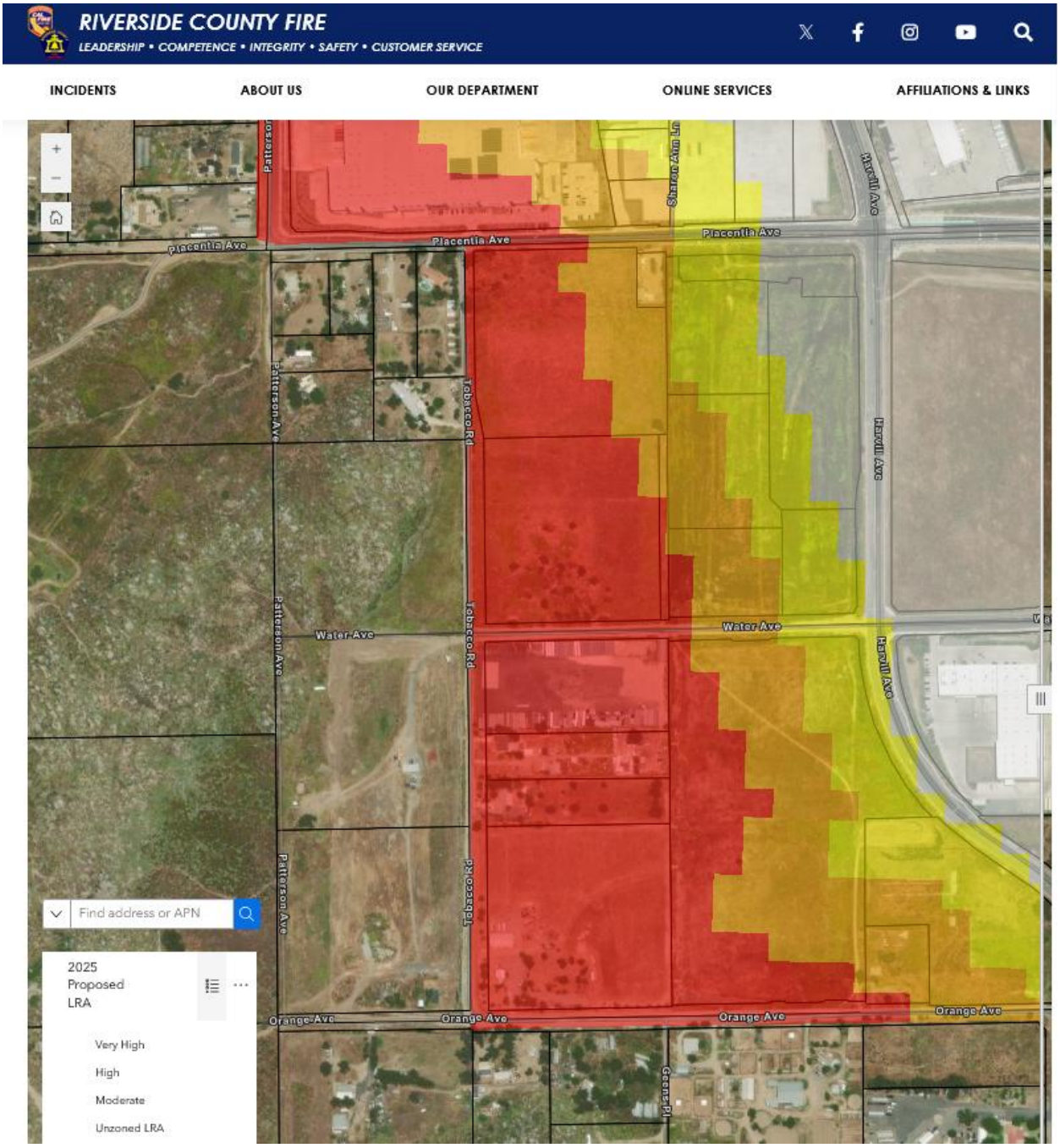


Figure 3. Screenshot of Riverside County Fire Marshall Local Responsibility Area fire hazard severity map. The project is located in a very high fire hazard severity zone as of March 2025 and should be analyzed for full compliance.

Thank you for your attention to these issues.

Mike McCarthy, PhD
Co-Conservation Chair

RIVERSIDE COUNTY
AIRPORT LAND USE COMMISSION

January 14, 2025

Krista Mason, Project Planner
County of Riverside, Planning Department
4080 Lemon Street,
Riverside, CA 92501

CHAIR
Steve Manos
Lake Elsinore

VICE CHAIR
vacant

COMMISSIONERS

John Lyon
Riverside

Steven Stewart
Palm Springs

Richard Stewart
Moreno Valley

Michael Geller
Riverside

Vernon Poole
Murrieta

STAFF

Director
Paul Rull

Simon A. Housman
Barbara Santos
Jackie Vega

County Administrative Center
4080 Lemon St., 14th Floor.
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW

File No.:	ZAP1629MA24
Related File No.:	CZ2300030 (Change of Zone), PP230048 (Plot Plan)
Compatibility Zone:	Zone C2
APNs:	317-260-017, 317-260-018

Dear Ms. Mason:

On January 9, 2025, the Riverside County Airport Land Use Commission (ALUC) found County of Riverside Case Nos. CZ2300030 (Change of Zone), PP230048 (Plot Plan), a proposal to construct a 185,912 square foot manufacturing building with office space on 9.89 acres, located on southerly of Placentia Street, easterly of Patterson Avenue, and westerly of Tobacco Road and also proposing to construct 151,440 square foot photovoltaic (PV) panel structures located on the rooftop of the proposed industrial building and eight Carport sunshades totaling 22,060 square feet located on the parking lot, and change the sites zoning from Rural Residential (R-R) to Industrial Park (IP), **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, subject to the following conditions:

CONDITIONS:

1. Any outdoor lighting installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

2. The following uses/activities are not included in the proposed project and shall be prohibited at this site.

   (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight or circling climb following takeoff or toward an aircraft engaged in a straight or circling final approach toward a landing at an airport, other than a DoD or FAA-approved navigational signal light or visual approach slope indicator.

   (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport to the extent as to result in a potential for temporary after-image greater than the low (“green”) level.

   (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, wastewater management facilities, artificial marshes, trash transfer

stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

(d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

(e) Highly noise-sensitive outdoor nonresidential uses. Examples of noise-sensitive outdoor nonresidential uses that are prohibited include, but are not limited to, major spectator-oriented sports stadiums, amphitheaters, concert halls and drive-in theaters.

(f) Hazards to Flight.

3. The attached notice shall be provided to all prospective purchasers of the property and tenants of the building, and shall be recorded as a deed notice.

4. Any proposed stormwater basins or facilities shall be designed and maintained to provide for a maximum 48-hour detention period following the design storm, and remain totally dry between rainfalls. Vegetation in and around the stormwater basins that would provide food or cover for birds would be incompatible with airport operations and shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. Landscaping in and around the stormwater basin(s) shall not include trees or shrubs that produce seeds, fruits, or berries.

5. Landscaping in the stormwater basin, if not rip-rap, should be in accordance with the guidance provided in ALUC "LANDSCAPING NEAR AIRPORTS" brochure, and the "AIRPORTS, WILDLIFE AND STORMWATER MANAGEMENT" brochure available at RCALUC.ORG which list acceptable plants from Riverside County Landscaping Guide or other alternative landscaping as may be recommended by a qualified wildlife hazard biologist.

   A notice sign, in a form similar to that attached hereto, shall be permanently affixed to the stormwater basin with the following language: "There is an airport nearby. This stormwater basin is designed to hold stormwater for only 48 hours and not attract birds. Proper maintenance is necessary to avoid bird strikes". The sign will also include the name, telephone number or other contact information of the person or entity responsible to monitor the stormwater basin

6. March Air Reserve Base must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers, access gates, etc.

7. All solar arrays installed on the project site shall consist of smooth glass photovoltaic solar panels without anti-reflective coating, a fixed tilt of 10 degrees and orientation of 180 degrees. Solar panels shall be limited to a total of 151,440 square feet of solar panels on the proposed building rooftop and the eight Carport sunshades totaling 22,060 square feet, and the locations and coordinates shall be as specified in the glare study. Any deviation from these specifications (other than reduction in square footage of panels), including change in orientation, shall require a new solar glare analysis to ensure that the amended project does not result in any glare impacting the air traffic

control tower or creation of any “yellow” or “red” level glare in the flight paths, and shall require a new hearing by the Airport Land Use Commission.

8. In the event that any glint, glare, or flash affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an event, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such glint, glare, or flash. An “event” includes any situation that results in an accident, incident, “near-miss,” or specific safety complaint regarding an in-flight experience to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. Suggested measures may include, but are not limited to, changing the orientation and/or tilt of the source, covering the source at the time of day when events of glare occur, or wholly removing the source to diminish or eliminate the source of the glint, glare, or flash. For each such event made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator’s satisfaction.

9. In the event that any electrical interference affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an event, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such interference. An “event” includes any situation that results in an accident, incident, “near-miss,” report by airport personnel, or specific safety complaint to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the event. For each such event made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator’s satisfaction.

10. The project has been evaluated to construct a 185,912 square foot manufacturing building with office space on 9.89 acres, 151,440 square foot photovoltaic (PV) panel structures located on the rooftop of the proposed industrial building and eight Carport sunshades totaling 22,060 square feet located on the parking lot, and also proposes to change the sites zoning from Rural Residential (R-R) to Industrial Park (IP). Any increase in building area, change in use to any higher intensity use, change in building location, or modification of the tentative parcel map lot lines and areas will require an amended review to evaluate consistency with the ALUCP compatibility criteria**,** at the discretion of the ALUC Director.

Supporting documentation was provided to the Airport Land Use Commission and is available online at www.rcaluc.org, click Agendas 1-9-25 Agenda, Bookmark Agenda Item No. 3.2.

If you have any questions, please contact me at (951) 955-6893.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Paul Rull, ALUC Director

Attachments: Notice of Airport in Vicinity

cc: Thrifty Oil Company (applicant/property owner)
Nick Johnson (representative)
Gary Gosliga, March Inland Port Airport Authority
Major David Shaw, Base Civil Engineer, March Air Reserve Base
ALUC Case File

X:\AIRPORT CASE FILES\March\ZAP1629MA24\ZAP1629MA24.LTR.doc

THERE IS AN AIRPORT NEARBY.

THIS STORM WATER BASIN IS DESIGNED TO HOLD STORM WATER FOR ONLY 48 HOURS AND NOT TO ATTRACT BIRDS

PROPER MAINTENANCE IS NECESSARY TO AVOID BIRD STRIKES

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION ALUC

IF THIS BASIN IS OVERGROWN, PLEASE CONTACT:

Name: _____ Phone: _____

NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances [can vary from person to person. You may wish to consider what airport annoyances], if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Professions Code Section 11010 (b)(13)(A)

317220013
RETT COLUCCIO
20335 PATTERSON AVE
PERRIS CA 92570

317220016
JUAN HERRERA
20401 PATTERSON AVE
PERRIS CA 92571

317220017
RAZO FAMILY REVOCABLE TRUST DTD 09/09/23
20441 PATTERSON AVE
PERRIS CA 92570

317220018
BUENROSTRO FAMILY REV TRUST DATED 11/10/23
23430 PLACENTIA ST
PERRIS CA 92570

317240008
EXETER 20388 HARVILL
100 MATSONFORD RD
RADNOR PA 19087

317240017
IPT RIVERSIDE LOGISTICS CENTER II
PO BOX 2209
CARLSBAD CA 92018

317240034
COUNTY OF RIVERSIDE
464 W 4TH ST
SAN BERNARDINO CA 92401

317240043
STEVEN M. RAIO
20281 HARVILL AVE
PERRIS CA 92570

317240044
RM5 HOLDINGS
20343 HARVILL AVE
PERRIS CA 92570

317240045
KUMIVA GROUP
600 S LAKE AVE STE 200
PASADENA CA 91106

317250007
JOHN PAUL STCLAIR
3651 GLEN OAKS MANOR DR
SARASOTA FL 34232

317260003
ANITA PEREZ RAMIREZ
23561 PLACENTIA AVE
PERRIS CA 92571

317260004
ANITA A. BRAMLETT SIMS
23551 PLACENTIA ST
PERRIS CA 92570

317260005
SILVANO SERRANO
3142 EL ROSARIO DR
PERRIS CA 92571

317260014
JEAN PIERRE ESQUIRE
43800 CORONADO DR
TEMECULA CA 92592

317260015
THRIFTY OIL
13116 IMPERIAL HWY
SANTA FE SPGS CA 90670

317260018
VIANEY ZEPEDA
2974 INDIAN AVE
PERRIS CA 92571

317260019
FLORINE M. ROMERO
PO BOX 1136
PERRIS CA 92572

317260020
CHARLES DUANE ROMERO
PO BOX 1668
PERRIS CA 92572

317260024
JUAN G. BARRIENTOS
23511 PLACENTIA ST
PERRIS CA 92570

317260036
SWIFT TRANSPORTATION OF ARIZONA
20002 N 19TH AVE
PHOENIX AZ 85027

317260037
COUNTY OF RIVERSIDE
3403 10TH ST NO 500
RIVERSIDE CA 92501

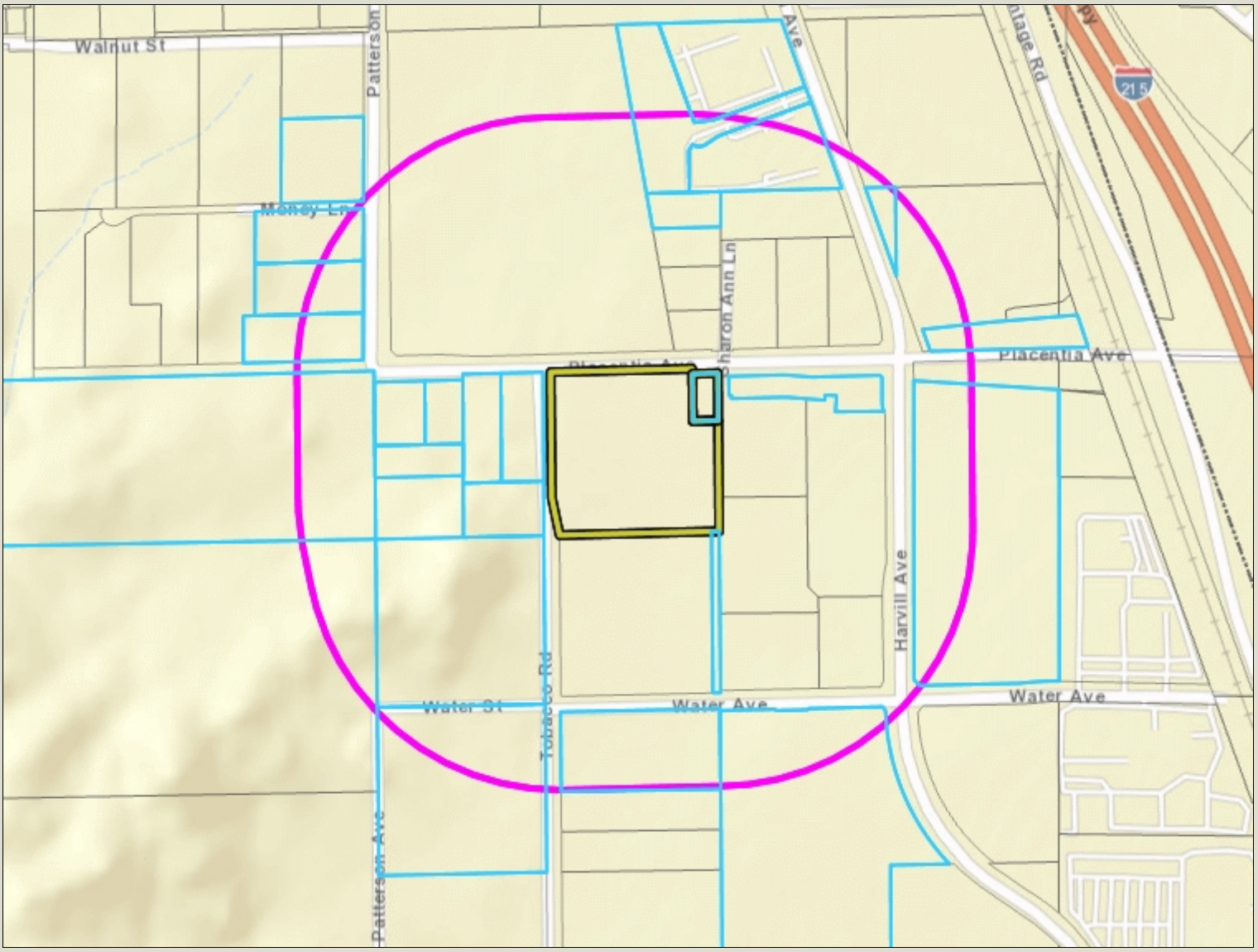
317270001
EQUIPMENT VALLEY & INV
13930 OAKS AVE
CHINO CA 91710

317270002
KAVIANNA INC
10759 SAFFRON ST
FONTANA CA 92337

317270020
BCIF HARVILL BUSINESS CENTER LP
PO BOX 4549
CARLSBAD CA 92018

GPA230008, CZ2300030, PPT230048

Riverside County GIS Mailing Labels





Legend

- County Boundary
- Cities
- Parcels
- World_Street_Map

Notes

1000 SF Buffer

0 752 1,505 Feet

IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

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(951) 368-9229
cgonzales@scng.com

County of Riverside - Clerk of the Board
PO Box 1147
Riverside, California 92502

Account Number:	5209148
Ad Order Number:	0011759757
Customer's Reference/PO Number:	
Publication:	The Press-Enterprise
Publication Dates:	10/14/2025
Total Amount:	$1681.20
Payment Amount:	$0.00
Amount Due:	$1681.20
Notice ID:	rrQaCqWSJZzzmD6G5PIS
Invoice Text:	NOTICE OF PUBLIC HEARING BEFORE THE BOARD OF SUPERVISORS OF RIVERSIDE COUNTY ON A GENERAL PLAN AMENDMENT, CHANGE OF ZONE, AND PLOT PLAN IN THE FIRST SUPERVISORIAL DISTRICT NOTICE IS HEREBY GIVEN that a public hearing at which all interested persons will be heard, will be held before the Board of Supervisors of Riverside County, California, on the 1st Floor Board Chambers, County Administrative Center, 4080 Lemon Street, Riverside, on Tuesday, November 4, 2025 at 10:00 A.M. or as soon as possible thereafter, to consider the Planning Commission's recommendation to approve General Plan Amendment No. 230008, Change of Zone No. 2300030, and Plot Plan No. 230048. General Plan Amendment No. 230008 proposes to change the General Plan Foundation Component from Rural Community (RC) to Community Development (CD), and the General Plan land use designation from Very Low Density Residential (VLDR) to Business Park (BP). Change of Zone No. 2300030 proposes to change the zone from Rural Residential (R-R-1) to Industrial Park (I-P). Plot Plan No. 230048 proposes to construct a 185,912 square foot warehouse with 9,000 square feet of office space, including 23 loading dock doors, 126 parking spaces, and 33 truck trailer spaces on approximately 9.62 gross acres. APN(s): 317-260-017, 317-260-018. This proposed project is located: North of Water Ave., south of Placentia Ave., west of Harvill Ave., and east of Tobacco Rd. in the First Supervisorial District. The Riverside County Planning Department and the Planning Commission recommend that the Board of Supervisors INENT TO ADOPT Mitigated Negative Declaration, TENTATIVELY APPROVE General Plan Amendment No. 230008, TENTATIVELY

Planning
11/04/2025
23.1

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PO Box 1147
Riverside, California 92502

Publication: The Press-Enterprise

PROOF OF PUBLICATION OF

Ad Desc: 0011759757

FILE NO. 0011759757

PROOF OF PUBLICATION

I am a citizen of the United States. I am over the age of eighteen years and not party to or interested in the above-entitled matter. I am an authorized representative of THE PRESS-ENTERPRISE, a newspaper of general circulation, printed and published daily in the County of Riverside, and which newspaper has been adjudicated a newspaper of general circulation by the Superior Court of the County of Riverside, State of California, under date of April 25, 1952, Case Number 54446, under date of March 29, 1957, Case Number 65673, under date of August 25, 1995, Case Number 267864, and under date of September 16, 2013, Case Number RIC 1309013; that the notice, of which the annexed is a printed copy, has been published in said newspaper in accordance with the instructions of the person(s) requesting publication, and not in any supplement thereof on the following dates, to wit:

10/14/2025

I certify (or declare) under the penalty of perjury that the foregoing is true and correct.

Date: October 14, 2025.
At: Riverside, California

Christine Gonzalez

Signature

NOTICE OF PUBLIC HEARING BEFORE THE BOARD OF SUPERVISORS OF RIVERSIDE COUNTY ON A GENERAL PLAN AMENDMENT, CHANGE OF ZONE, AND PLOT PLAN IN THE FIRST SUPERVISORIAL DISTRICT

NOTICE IS HEREBY GIVEN that a public hearing at which all interested persons will be heard, will be held before the Board of Supervisors of Riverside County, California, on the 1st Floor Board Chambers, County Administrative Center, 4080 Lemon Street, Riverside, on **Tuesday, November 4, 2025 at 10:00 A.M.** or as soon as possible thereafter, to consider the Planning Commission's recommendation to approve **General Plan Amendment No. 230008, Change of Zone No. 2300030, and Plot Plan No. 230048.** General Plan Amendment No. 230008 proposes to change the General Plan Foundation Component from Rural Community (RC) to Community Development (CD), and the General Plan land use designation from Very Low Density Residential (VLDR) to Business Park (BP). Change of Zone No. 2300030 proposes to change the zone from Rural Residential (R-R-1) to Industrial Park (I-P). Plot Plan No. 230048 proposes to construct a 185,912 square foot warehouse with 9,000 square feet of office space, including 23 loading dock doors, 126 parking spaces, and 33 truck trailer spaces on approximately 9.62 gross acres. APN(s): 317-260-017, 317-260-018. This proposed project is located: North of Water Ave., south of Placentia Ave., west of Harvill Ave., and east of Tobacco Rd. in the First Supervisorial District.

The Riverside County Planning Department and the Planning Commission recommend that the Board of Supervisors **INENT TO ADOPT Mitigated Negative Declaration, TENTATIVELY APPROVE General Plan Amendment No. 230008, TENTATIVELY APPROVE Change of Zone No. 2300030, and APPROVE Plot Plan No. 230048.**

On June 25, 2025, the Planning Commission recommended approval of the project as stated to the Board of Supervisors on a vote of 4-0. The Planning Department meeting documents for the proposed project may be viewed online under the Planning Commission hearing date on the Public Hearing page of the Planning Department website: https://planning.rctlma.org/Public-Hearings.

FOR FURTHER INFORMATION REGARDING THIS PROJECT, PLEASE CONTACT KRISTA MASON, PROJECT PLANNER, AT (951) 955-1722 OR EMAIL KMASON@RIVCO.ORG.

Any person wishing to testify in support of or in opposition to the project may do so in writing between the date of this notice and the public hearing or may appear and be heard at the time and place noted above. All written comments received prior to the public hearing will be submitted to the Board of Supervisors and the Board of Supervisors will consider such comments, in addition to any oral testimony, before making a decision on the project.

If you challenge the above item in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence to the Planning Department or Board of Supervisors at, or prior to, the public hearing. Be advised that as a result of the public hearing and the consideration of all public comment, written and oral, the Board of Supervisors may amend, in whole or in part, the project and/or the related environmental document. Accordingly, the designations, development standards, design or improvements, or any properties or lands within the boundaries of the project, may be changed in a way other than specifically proposed.

Alternative formats available upon request to individuals with disabilities. If you require reasonable accommodation, please contact Clerk of the Board at (951) 955-1069.

Please send all written correspondence to: Clerk of the Board, 4080 Lemon Street, 1st Floor, Post Office Box 1147, Riverside, CA 92502-1147 or email cob@

rivco.org

Dated: October 8, 2025
Kimberly A. Rector, Clerk of the Board
By: Naomy Sicra, Clerk of the Board Assistant

AVISO DE AUDIENCIA PÚBLICA ANTE LA JUNTA DE SUPERVISORES DEL CONDADO DE RIVERSIDE SOBRE UNA ENMIENDA AL PLAN GENERAL, CAMBIO DE ZONA Y PLANO DE PARCELA EN EL PRIMER DISTRITO DE SUPERVISIÓN

POR LA PRESENTE SE NOTIFICA que se llevará a cabo una audiencia pública en la que se escuchará a todas las personas interesadas, ante la Junta de Supervisores del Condado de Riverside, California, en la Sala de la Junta del 1er Piso, Centro Administrativo del Condado, 4080 Lemon Street, Riverside, el **martes 4 de noviembre de 2025 a las 10:00 A.M.** o lo antes posible después de esa fecha, para considerar la recomendación de la Comisión de Planificación de aprobar la **Enmienda al Plan General No. 230008, el Cambio de Zona No. 2300030 y el Plano de Parcela No. 230048**. La Enmienda al Plan General No. 230008 propone cambiar el Componente de Fundación del Plan General de Comunidad Rural (RC) a Desarrollo Comunitario (CD), y la designación de uso de la tierra del Plan General de Residencial de Muy Baja Densidad (VLDR) a Parque Empresarial (BP). El Cambio de Zona No. 2300030 propone cambiar la zona de Residencial Rural (R-R-1) a Parque Industrial (I-P). El plano de parcela n.° 230048 propone la construcción de un almacén de 185,912 pies cuadrados (17,600 m²) con 9,000 pies cuadrados (840 m²) de oficinas, que incluye 23 muelles de carga, 126 plazas de aparcamiento y 33 espacios para remolques de camiones, en aproximadamente 9.62 acres brutos. APN(s): 317-260-017, 317-260-018. Este proyecto se ubica al norte de Water Ave., al sur de Placentia Ave., al oeste de Harvill Ave. y al este de Tobacco Rd. en el Primer Distrito de Supervisión.

El Departamento de Planificación del Condado de Riverside y la Comisión de Planificación recomiendan que la Junta de Supervisores **ADOPTE la Declaración Negativa Mitigada, APRUEBE TENTATIVAMENTE la Enmienda al Plan General No. 230008, APRUEBE TENTATIVAMENTE el Cambio de Zona No. 2300030 y APRUEBE el Plano de Parcela No. 230048.**

El 25 de junio de 2025, la Comisión de Planificación recomendó la aprobación del proyecto, tal como se presentó a la Junta de Supervisores, con una votación de 4 a 0. Los documentos de la reunión del Departamento de Planificación sobre el proyecto propuesto pueden consultarse en línea, con la fecha de la audiencia de la Comisión de Planificación, en la página de Audiencias Públicas del sitio web del Departamento de Planificación: https://planning.rctlma.org/Public-Hearings.

PARA OBTENER MÁS INFORMACIÓN SOBRE ESTE PROYECTO, COMUNÍQUESE CON KRISTA MASON, PLANIFICADORA DEL PROYECTO, AL (951) 955-1722 O ENVÍE UN CORREO ELECTRÓNICO A KMASON@RIVCO.ORG.

Cualquier persona que desee testificar a favor o en contra del proyecto podrá hacerlo por escrito entre la fecha de este aviso y la audiencia pública, o podrá comparecer y ser escuchada en el lugar y hora indicados anteriormente. Todos los comentarios escritos recibidos antes de la audiencia pública se presentarán a la Junta de Supervisores, quien los considerará, además de cualquier testimonio oral, antes de tomar una decisión sobre el proyecto.

Si desafía el punto anterior ante el tribunal, podrá limitarse a plantear únicamente las cuestiones que usted u otra persona hayan planteado en la audiencia pública descrita en este aviso, o en correspondencia escrita dirigida al Departamento de Planificación o a la Junta de Supervisores durante la audiencia pública o antes de ella. Tenga en cuenta que, como resultado de la audiencia pública y de la consideración de todos los comentarios públicos, escritos y orales, la Junta de Supervisores podrá modificar, total o parcialmente, el proyecto o el documento ambiental relacionado. En consecuencia, las designaciones, las normas de desarrollo, el diseño o las mejoras, o cualquier propiedad o terreno dentro de los límites del proyecto, podrán modificarse de forma distinta a la propuesta específica.

Formatos alternativos disponibles a solicitud para personas con discapacidad. Si necesita adaptaciones razonables, comuníquese con la secretaría de la Junta al (951) 955-1069.

Envíe toda correspondencia escrita a: secretaría de la Junta, 4080 Lemon Street, 1er piso, apartado postal 1147, Riverside, CA 92502-1147 o envíe un correo electrónico a cob@rivco.org.

Fecha: 8 de octubre de 2025
Kimberly A. Rector, secretaria de juntas
Por: Naomy Sicra, asistente de secretaría de juntas
The Press-Enterprise
Published: 10/14/25

25x2 750

RIVERSIDE COUNTY
PLANNING DEPARTMENT

Charissa Leach, P.E.
TLMA Director

DATE: October 2, 2025

TO: Clerk of the Board of Supervisors

FROM: Planning Department – Riverside – **Krista Mason, Project Planner**
BOS Date: 11/04/2025

SUBJECT: **MT# 29032 TRANSPORTATION & LAND MANAGEMENT AGENCY/PLANNING: PUBLIC HEARING ON THE PLANNING COMMISSION'S DECISION TO APPROVE GENERAL PLAN AMENDMENT NO. 230008 (GPA230008), CHANGE OF ZONE NO. 2300030 (CZ2300030), and PLOT PLAN NO. 230048 (PPT230048)** – Intent to Adopt a Mitigated Negative Declaration (SCH No. 2025050128) -Applicant: Thrifty Oil, Co. c/o Stephane Wandel – Engineer/ Representative: The Orden Company c/o Jaime Jones – First Supervisorial District – North Perris Zoning Area – Mead Valley Area Plan – Rural Community- Very Low Density Residential (RC-VLDR) – Location: North of Water Ave., south of Placentia Ave., west of Harvill Ave., and east of Tobacco Rd. – 9.62 Gross Acres – Zoning: Rural Residential- one acre minimum (R-R-1) - REQUEST: General Plan Amendment No. 230008 proposes to change the General Plan Foundation Component from Rural Community (RC) to Community Development (CD), and the General Plan land use designation from Very Low Density Residential (VLDR) to Business Park (BP). Change of Zone No. 2300030 proposes to change the zone from Rural Residential (R-R-1) to Industrial Park (I-P). Plot Plan No. 230048 proposes to construct a 185,912 square foot warehouse with 9,000 square feet of office space, including 23 loading dock doors, 126 parking spaces, and 33 truck trailer spaces on approximately 9.62 gross acres- APNs 317-260-017, 317-260-018. Applicant Fees 100% [District 1]

Planning Commission Date: 6/25/25 / **Commissioner Vote:** 4-0

The attached item(s) require the following action(s) by the Board of Supervisors:

☐ Place on Administrative Action

☒ Labels provided If Set For Hearing
☐ 10 Day ☒ 20 Day ☐ 30 day

☒ Set for Hearing (Legislative Action Required; CZ, GPA, SP, SPA)

☒ Publish in Newspaper:
(1st Dist) Press Enterprise

☐ CEQA Exempt
☐ 10 Day ☐ 20 Day ☐ 30 day

☒ Notify Property Owners (app/agencies/property owner labels provided)

RECEIVED RIVERSIDE COUNTY
CLERK/BOARD OF SUPERVISORS
2025 OCT -2 PM 1:52

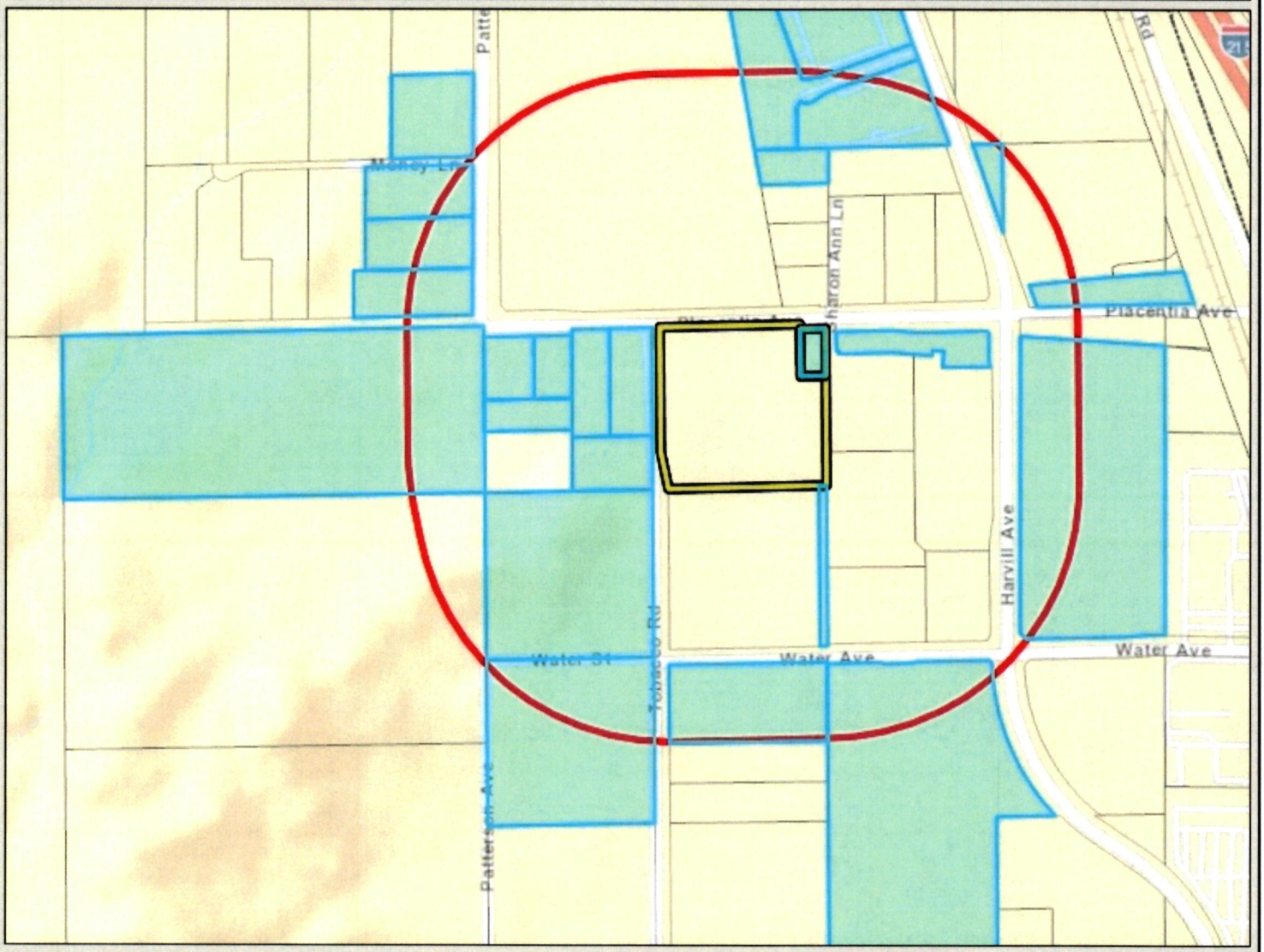
Designate Newspaper used by Planning Department for Notice of Hearing:
(1st Dist) Press Enterprise

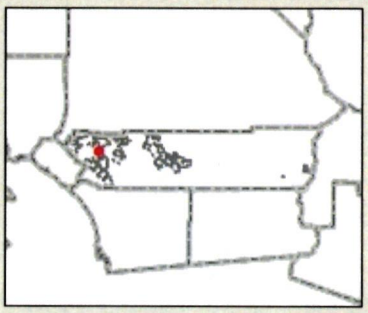
Riverside Office · 4080 Lemon Street, 12th Floor
P.O. Box 1409, Riverside, California 92502-1409
(951) 955-3200 · Fax (951) 955-1811

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

Plot Plan No. 230048 (PPT230048)

Riverside County GIS Mailing Labels





Legend

- County Boundary
- Cities
- Parcels
- World_Street_Map

Notes

1000 SF

0 752 1,505 Feet

IMPORTANT Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

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PERRIS CA 92570

317220016
JUAN HERRERA
20401 PATTERSON AVE
PERRIS CA 92571

317220017
RAZO FAMILY REVOCABLE TRUST DTD 09/09/23
20441 PATTERSON AVE
PERRIS CA 92570

317220018
BUENROSTRO FAMILY REV TRUST DATED 11/10/23
23430 PLACENTIA ST
PERRIS CA 92570

317240008
EXETER 20388 HARVILL
100 MATSONFORD RD
RADNOR PA 19087

317240017
IPT RIVERSIDE LOGISTICS CENTER II
PO BOX 2209
CARLSBAD CA 92018

317240034
COUNTY OF RIVERSIDE
464 W 4TH ST
SAN BERNARDINO CA 92401

317240043
STEVEN M. RAIO
20281 HARVILL AVE
PERRIS CA 92570

317240044
RM5 HOLDINGS
20343 HARVILL AVE
PERRIS CA 92570

317240045
KUMIVA GROUP
600 S LAKE AVE STE 200
PASADENA CA 91106

317250007
JOHN PAUL STCLAIR
3651 GLEN OAKS MANOR DR
SARASOTA FL 34232

317260003
ANITA PEREZ RAMIREZ
23561 PLACENTIA AVE
PERRIS CA 92571

317260004
ANITA A. BRAMLETT SIMS
23551 PLACENTIA ST
PERRIS CA 92570

317260005
SILVANO SERRANO
3142 EL ROSARIO DR
PERRIS CA 92571

317260014
JEAN PIERRE ESQUIRE
43800 CORONADO DR
TEMECULA CA 92592

317260015
THRIFTY OIL
13116 IMPERIAL HWY
SANTA FE SPGS CA 90670

317260018
VIANEY ZEPEDA
2974 INDIAN AVE
PERRIS CA 92571

317260019
FLORINE M. ROMERO
PO BOX 1136
PERRIS CA 92572

317260020
CHARLES DUANE ROMERO
PO BOX 1668
PERRIS CA 92572

317260024
JUAN G. BARRIENTOS
23511 PLACENTIA ST
PERRIS CA 92570

317260036
SWIFT TRANSPORTATION OF ARIZONA
20002 N 19TH AVE
PHOENIX AZ 85027

317260037
COUNTY OF RIVERSIDE
3403 10TH ST NO 500
RIVERSIDE CA 92501

317270001
EQUIPMENT VALLEY & INV
13930 OAKS AVE
CHINO CA 91710

317270002
KAVIANNA INC
10759 SAFFRON ST
FONTANA CA 92337

317270020
BCIF HARVILL BUSINESS CENTER LP
PO BOX 4549
CARLSBAD CA 92018

NOTICE OF PUBLIC HEARING BEFORE THE BOARD OF SUPERVISORS OF RIVERSIDE COUNTY ON A GENERAL PLAN AMENDMENT, CHANGE OF ZONE, AND PLOT PLAN IN THE FIRST SUPERVISORIAL DISTRICT

NOTICE IS HEREBY GIVEN that a public hearing at which all interested persons will be heard, will be held before the Board of Supervisors of Riverside County, California, on the 1st Floor Board Chambers, County Administrative Center, 4080 Lemon Street, Riverside, on **Tuesday, November 4, 2025 at 10:00 A.M.** or as soon as possible thereafter, to consider the Planning Commission's recommendation to approve **General Plan Amendment No. 230008, Change of Zone No. 2300030, and Plot Plan No. 230048.** General Plan Amendment No. 230008 proposes to change the General Plan Foundation Component from Rural Community (RC) to Community Development (CD), and the General Plan land use designation from Very Low Density Residential (VLDR) to Business Park (BP). Change of Zone No. 2300030 proposes to change the zone from Rural Residential (R-R-1) to Industrial Park (I-P). Plot Plan No. 230048 proposes to construct a 185,912 square foot warehouse with 9,000 square feet of office space, including 23 loading dock doors, 126 parking spaces, and 33 truck trailer spaces on approximately 9.62 gross acres. APN(s): 317-260-017, 317-260-018. This proposed project is located: North of Water Ave., south of Placentia Ave., west of Harvill Ave., and east of Tobacco Rd. in the First Supervisorial District.

The Riverside County Planning Department and the Planning Commission recommend that the Board of Supervisors **INENT TO ADOPT Mitigated Negative Declaration, TENTATIVELY APPROVE General Plan Amendment No. 230008, TENTATIVELY APPROVE Change of Zone No. 2300030, and APPROVE Plot Plan No. 230048**.

On June 25, 2025, the Planning Commission recommended approval of the project as stated to the Board of Supervisors on a vote of 4-0. The Planning Department meeting documents for the proposed project may be viewed online under the Planning Commission hearing date on the Public Hearing page of the Planning Department website: https://planning.rctlma.org/Public-Hearings.

FOR FURTHER INFORMATION REGARDING THIS PROJECT, PLEASE CONTACT KRISTA MASON, PROJECT PLANNER, AT (951) 955-1722 OR EMAIL KMASON@RIVCO.ORG.

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Alternative formats available upon request to individuals with disabilities. If you require reasonable accommodation, please contact Clerk of the Board at (951) 955-1069.

Please send all written correspondence to: Clerk of the Board, 4080 Lemon Street, 1st Floor, Post Office Box 1147, Riverside, CA 92502-1147 or email cob@rivco.org

Dated: October 8, 2025

Kimberly A. Rector, Clerk of the Board
By: Naomy Sicra, Clerk of the Board Assistant

AVISO DE AUDIENCIA PÚBLICA ANTE LA JUNTA DE SUPERVISORES DEL CONDADO DE RIVERSIDE SOBRE UNA ENMIENDA AL PLAN GENERAL, CAMBIO DE ZONA Y PLANO DE PARCELA EN EL PRIMER DISTRITO DE SUPERVISIÓN

POR LA PRESENTE SE NOTIFICA que se llevará a cabo una audiencia pública en la que se escuchará a todas las personas interesadas, ante la Junta de Supervisores del Condado de Riverside, California, en la Sala de la Junta del 1er Piso, Centro Administrativo del Condado, 4080 Lemon Street, Riverside, el **martes 4 de noviembre de 2025 a las 10:00 A.M.** o lo antes posible después de esa fecha, para considerar la recomendación de la Comisión de Planificación de aprobar la **Enmienda al Plan General No. 230008, el Cambio de Zona No. 2300030 y el Plano de Parcela No. 230048**. La Enmienda al Plan General No. 230008 propone cambiar el Componente de Fundación del Plan General de Comunidad Rural (RC) a Desarrollo Comunitario (CD), y la designación de uso de la tierra del Plan General de Residencial de Muy Baja Densidad (VLDR) a Parque Empresarial (BP). El Cambio de Zona No. 2300030 propone cambiar la zona de Residencial Rural (R-R-1) a Parque Industrial (I-P). El plano de parcela n.° 230048 propone la construcción de un almacén de 185,912 pies cuadrados (17,600 m²) con 9,000 pies cuadrados (840 m²) de oficinas, que incluye 23 muelles de carga, 126 plazas de aparcamiento y 33 espacios para remolques de camiones, en aproximadamente 9.62 acres brutos. APN(s): 317-260-017, 317-260-018. Este proyecto se ubica al norte de Water Ave., al sur de Placentia Ave., al oeste de Harvill Ave. y al este de Tobacco Rd. en el Primer Distrito de Supervisión.

El Departamento de Planificación del Condado de Riverside y la Comisión de Planificación recomiendan que la Junta de Supervisores **ADOPTE la Declaración Negativa Mitigada, APRUEBE TENTATIVAMENTE la Enmienda al Plan General No. 230008, APRUEBE TENTATIVAMENTE el Cambio de Zona No. 2300030 y APRUEBE el Plano de Parcela No. 230048.**

El 25 de junio de 2025, la Comisión de Planificación recomendó la aprobación del proyecto, tal como se presentó a la Junta de Supervisores, con una votación de 4 a 0. Los documentos de la reunión del Departamento de Planificación sobre el proyecto propuesto pueden consultarse en línea, con la fecha de la audiencia de la Comisión de Planificación, en la página de Audiencias Públicas del sitio web del Departamento de Planificación: https://planning.rctlma.org/Public-Hearings.

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Fecha: 8 de octubre de 2025

Kimberly A. Rector, secretaria de juntas
Por: Naomy Sicra, asistente de secretaria de juntas

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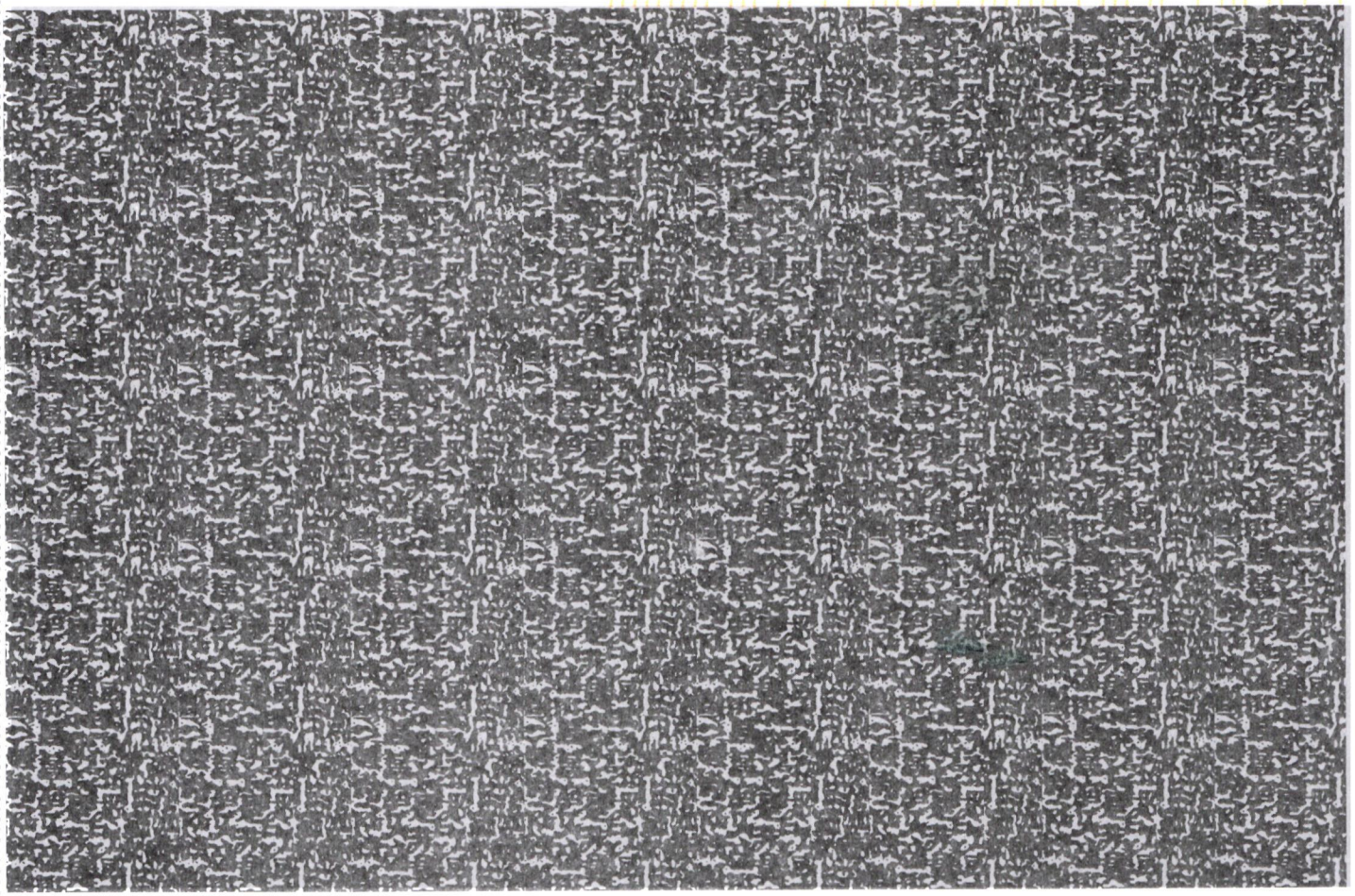
Dated: October 8, 2025

Kimberly A. Rector, Clerk of the Board
By: Naomy Sicra, Clerk of the Board Assistant

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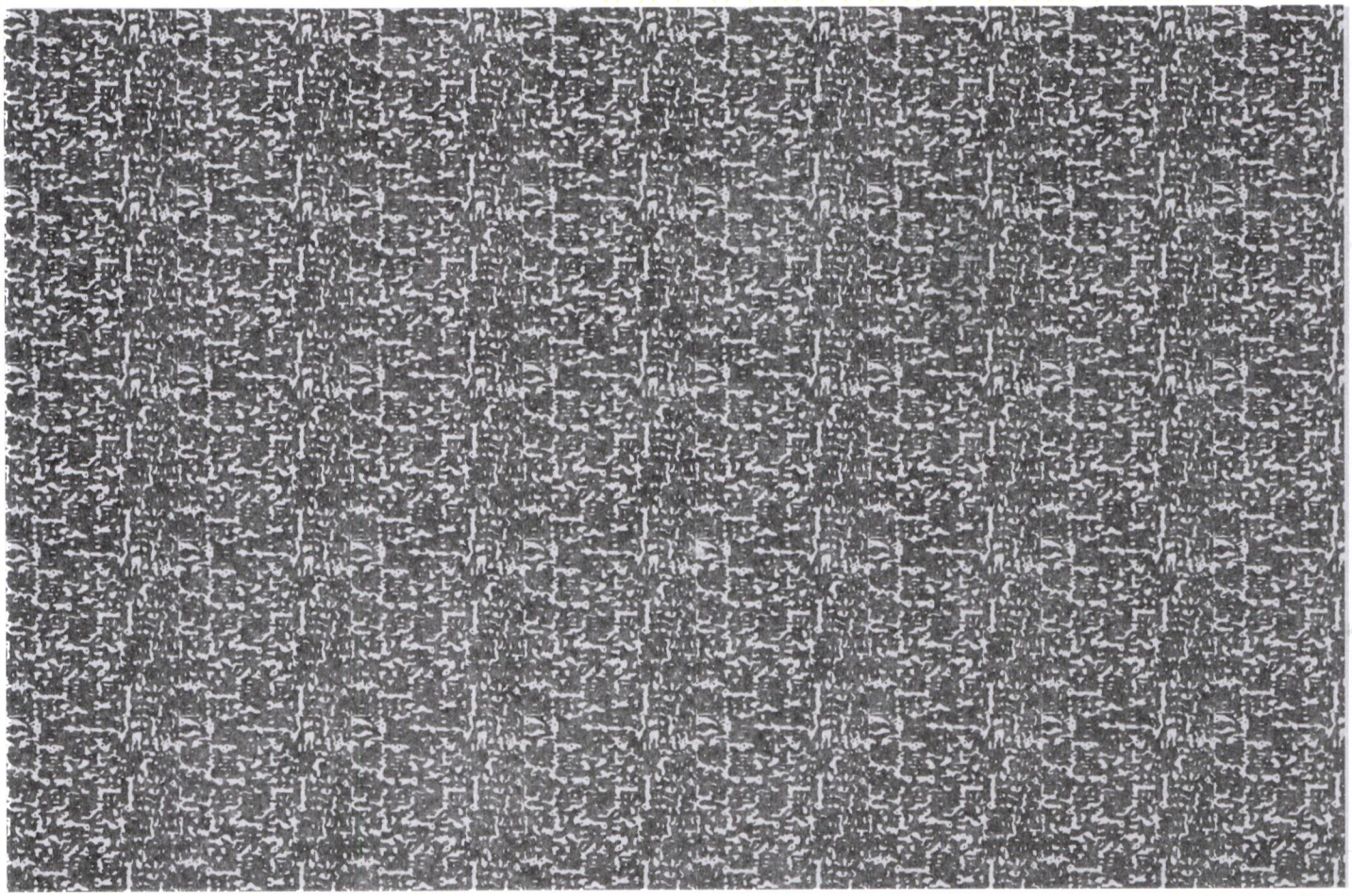
Fecha: 8 de octubre de 2025

Kimberly A. Rector, secretaria de juntas
Por: Naomy Sicra, asistente de secretaria de juntas

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[redacted]

Flores, Kate

From: Mason, Krista
Sent: Tuesday, November 4, 2025 8:57 AM
To: Clerk of the Board
Cc: Hildebrand, John; Moore, Sarah; Odenbaugh, Rania
Subject: Item 23.1- GPA230008, CZ2300030, PPT230048
Attachments: PPT230048-BOS Supplemental Memo_11.04.2025.docx; SMW Letter to BOS (Item 23.1 - GPA 230008).pdf; aaron martinez.docx; amado hernandez.docx; Ashey O.docx; BOS Public Hearing-Thrifty Warehouse Presentation.pdf; camerino huizar.docx; candi morgan.docx; Dan Cedarburg- Item 23.1.pdf; deb ibbotson.docx; Debbie Walsh-Opposition Letter - ThriftyoilwarehouseBOS10_42025.pdf; Diego quintanar.docx; elvira huizar.docx; ernie osuna.docx; Estela Huizar.docx; ford ibbotson.docx; JAzmin Barreto.docx; jerry zepeda.docx; Jesse Sanchez.docx; joaquin zuniga.docx; jose gonzalez.docx; jose l rodriguez.docx; josefa gonzalez.docx; juan carlos sandoval.docx; karina sandoval.docx; Laura gonzalez.docx; laura vazquez.docx; Luis Huizar.docx; luis luevano.docx; luz rodriguez.docx; maria isabel soliz.docx; maria osuna.docx; Maria T Zepeda.docx; Micaela Huerta.docx; narda madrid.docx; Natalie lopez.docx; nataly quintero.docx; pedro huizar.docx; ramon quintero.docx; Renee Gleason-Letter of Support for Item 23.1 on tomorrow's Board of Supervisor's agenda.pdf; Rosalinda sanchez.docx; Scott Smith -Item 23.1 on tomorrow's Board of Supervisor's agenda.pdf; shirley morales.docx; SMW Letter to BOS (Item 23.1 - GPA 230008).pdf; Yuri Zepeda.docx

Good morning,

Please see attached a supplemental memo to Board of Supervisors which includes:

Attachment 1: Public correspondence

1. 40 letters of support received (attached to the email)
2. 1 presentation in opposition (provided to IT be presented during the hearing)
3. 2 opposition letters (attached to the email)
4.

Attachment 2: Revision to the Conditions of Approval

Thank you,

Krista

23.1

KRISTA MASON
PRINCIPAL PLANNER, Riverside County Planning
T: (951) 955-1722 | E: kmason@rivco.org
Office Hours: 8:00 a.m. 5:30 p.m. (Mon. - Thurs) / Every other Friday OFF

County Of Riverside- Transportation and Land Management Agency
4080 Lemon Street, 12th Floor |P.O. Box 1409
Riverside, CA 92501-1409
http://planning.rctlma.org/

RIVERSIDE COUNTY
PLANNING DEPARTMENT

John E. Hildebrand,
Planning Director

Supplemental Memorandum

23.1

DATE: November 4, 2025

TO: Riverside County Board of Supervisors

FROM: Krista Mason, Principal Planner

ITEM: 23.1 – County Land Use Public Hearing/ TLMA/ The Planning Department General Plan Amendment No. 230008 (GPA230008), Change of Zone No. 2300030 (CZ2300030) and Plot Plan No. 230048 (PPT230048) "Thrifty Oil North"

SUBJECT: **PUBLIC CORRESPONDENCE RECEIVED/ REVISION TO CONDITION OF APPROVAL**

Additional comments received by Staff after initial submittal of the hearing package, is provided for consideration of the Board of Supervisors as Attachment 1 to this memo.

Attachment 1: Public Comment Letters

1. 40 letters of support received
2. 1 presentation in opposition
3. 2 opposition letters

Due to the additional discussion required for the Environmental Justice Community Benefit Condition of Approval the public hearing date was continued from August 26, 2025. The condition of approval and the revision in red is included below:

Attachment 2: Revision to the Conditions of Approval requested by Supervisorial District 2 and the applicant included as Attachment 2 below:

Revision to Condition of Approval:

090 - Planning. 7 Planning Environmental Justice Community Contribution

The project site is within an area identified as an Environmental Justice Community (General Plan Land Use Element Figure LU 4 1, September 21, 2021). As such, the project developer agrees to provide the following community enhancements to help achieve the goals of the Healthy Communities Element policies:

1. The project will build a segment of a "Multi-Use Trail," beginning at the southeast corner of

Tobacco Road and Placentia Avenue and continuing easterly on Placentia Avenue, along the frontage of the northern parcel to the Project site APN#s 317-260-017 & 317-260-018.
2. The project will contribute half of the total cost to build the "Multi-Use Trail," easterly on Placentia Avenue to Harvill Avenue, along the frontage of APN# 317-260-034.
3. A contribution to the County of Riverside in the amount of $100,000 to support the 1st Supervisorial District Community Benefit Fund to achieve the goals towards "Healthy Communities."

Ms. Krista Mason,
Planner
County of Riverside
4080 Lemon St – 12th floor
Riverside, CA 92501
kmason@rivco.org

RERE: 11/4/25 Board of Supervisors Item 23.1 – Development at SEC corner of Placentia & Tobacco

Dear Ms. Mason,
I am a resident of Mead Valley (or Riverside County) and am in support of the proposed land use change for the Southeast corner of Placentia and Tobacco, at Tuesday's 11/4/25 Board of Supervisors Hearing.

The area has been undergoing change over the past few years, and with the transition to an industrial area, changing the land use and zoning of these 2 parcels from residential to industrial makes the most sense. Maintaining both parcels as residential parcels in the middle of numerous industrial parcels is no longer appropriate.
Focusing the industrial and warehouse uses between the 215 FWY and the mountains, so that residential uses can be constructed elsewhere is the most appropriate course of action going forward.

The State of California is transitioning all cars and trucks to EV standards, and as such our focus should be on job creation. Providing residents of Riverside County jobs in proximity to their homes should be a key priority of the County, so that they may spend more time with their families and less time commuting to other counties.
Please vote to approve the change in land use.

Thank you,
Aaron Martinez
4161 Kenneth St, Riverside, CA 92509
951-264-5042

Ms. Krista Mason,
Planner
County of Riverside
4080 Lemon St – 12th floor
Riverside, CA 92501
kmason@rivco.org

RE: RE: 11/4/25 Board of Supervisors Item 23.1 – Development at SEC corner of Placentia & Tobacco

Dear Ms. Mason,
I am a property owner and neighbor of the proposed land use change and am in support of the change for the 2 parcels located on the Southeast corner of Placentia and Tobacco, at Tuesday's 11/4/25 Board of Supervisors Hearing.

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Thank you,

Amado Hernandez
DRE Cal Broker Lic. 00990373
Past 2023 IVAR President
Current: C.A R. & N.A.R. Director
Excellence Empire RE
Regional Partner / Director of The I.E.
Direct: 951-323-1477

Ms. Krista Mason,
Planner
County of Riverside
4080 Lemon St – 12th floor
Riverside, CA 92501
kmason@rivco.org

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Thank you,

Maria Isabel Soliz
Riverside Co. resident

Ms. Krista Mason,
Planner
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Riverside, CA 92501
kmason@rivco.org

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Thank you,
Maria Osuna
Riverside, CA 92509
626-200-0689

Ms. Krista Mason,
Planner
County of Riverside
4080 Lemon St – 12th floor
Riverside, CA 92501
kmason@rivco.org

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Thank you.

Maria T. Zepeda

23745 Placentia Ave
Perris ca 92570

909-952-4029

Ms. Krista Mason,
Planner
County of Riverside
4080 Lemon St – 12th floor
Riverside, CA 92501
kmason@rivco.org

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Thank you,
Micaela Huerta
951-200-0724

Ms. Krista Mason,
Planner
County of Riverside
4080 Lemon St – 12th floor
Riverside, CA 92501
kmason@rivco.org

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Thank you,

Narda Madrid
Riverside Co. resident
909-200-5096

Ms. Krista Mason,
Planner
County of Riverside
4080 Lemon St – 12th floor
Riverside, CA 92501
kmason@rivco.org

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Thank you.

Natalie Lopez

7915 Olivia Way Riverside, CA 92509

951-250-1554

Ms. Krista Mason,
Planner
County of Riverside
4080 Lemon St – 12th floor
Riverside, CA 92501
kmason@rivco.org

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Thank you,

Nataly Quintero
Riverside Co. resident
951-722-7577

Ms. Krista Mason,
Planner
County of Riverside
4080 Lemon St – 12th floor
Riverside, CA 92501
kmason@rivco.org

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Thank you.

Pedro Huizar
2974 Indian ave Perris Ca 92571
951-378-3791
peterhuizar@icloud.com

Ms. Krista Mason,
Planner
County of Riverside
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Thank you,

Ramon Quintero
Riverside Co. resident

From:	Renee Gleason
To:	Mason, Krista
Subject:	Letter of Support for Item 23.1 on tomorrow's Board of Supervisor's agenda
Date:	Monday, November 3, 2025 10:33:09 AM

Dear Ms. Mason,

I am one of the adjacent property owners (APN 322-240-009 and Planning Case Number GPA240063) in the section of the I-215 Industrial Corridor, designated as part of Mead Valley. I am submitting this letter of project support for the proposed development on the SEC of Placentia and Tobacco (Item 23.1 on tomorrow's BOS agenda) in concurrence with several of my neighbors who reside within the area--whom have also submitted letters of support--for the approval of the Foundation Component General Plan Amendments currently under consideration by the County.

The proposed zoning changes that would result if these projects are approved would ensure that the area continues to develop in a manner that is consistent with new existing and future surrounding industrial development and in compliance with the vision set forth in the County's General Plan for the I-215 Industrial Corridor. To keep these parcels zoned for future residential uses would be infeasible and would result in significant unavoidable environmental impacts to any future residential development. In addition, the new existing industrial development already occurring in the area would result in an aesthetic and land use incompatibility for such residential development.

Please feel free to contact me if you have any questions and thank you for your consideration.

-Renee Gleason

Ms. Krista Mason,
Planner
County of Riverside
4080 Lemon St – 12th floor
Riverside, CA 92501
kmason@rivco.org

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Thank you,
Rosalinda Sanchez
Perris Ca 92571

Ms. Krista Mason,
Planner
County of Riverside
4080 Lemon St – 12th floor
Riverside, CA 92501
kmason@rivco.org

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Thank you,

Shirley Morales
Riverside Co. resident
951-288-2675

SHUTE, MIHALY & WEINBERGER LLP

396 HAYES STREET, SAN FRANCISCO, CA 94102
T: (415) 552-7272 F: (415) 552-5816
www.smwlaw.com

MINDY K. JIAN
Attorney
mjian@smwlaw.com

November 3, 2025

Via Electronic Mail Only

Riverside County Board of Supervisors
Attn: Clerk of the Board
Riverside County Administrative Center
4080 Lemon Street, 1st Floor
Riverside, CA 92501
E-Mail: cob@rivco.org

Re: General Plan Amendment 230008 (Item 23.1 - 10:00 a.m. County Land Use Public Hearings Meeting)

Dear Chair Perez and Members of the Board of Supervisors:

This firm represents the Sierra Club and Rural Association of Mead Valley regarding proposed General Plan Amendment ("GPA") 230008. We previously submitted a September 17, 2024 letter to the Board to oppose initiation of this amendment. We write again to reiterate our serious concerns about this GPA, which, with the other approved and pending amendments in the First Supervisorial District, ask the County to change the zoning for over 1,140 acres of land to allow for even more industrial warehouse developments. This additional industrial development would further harm Mead Valley's overburdened environmental justice communities.

The County has failed to adequately analyze the environmental impacts of the proposed industrial development, which will be located right next to the forthcoming Mead Valley Wellness Village. Furthermore, the County cannot make the findings needed to approve GPA 230008 because it conflicts with the Riverside County Vision and creates internal inconsistencies between General Plan elements. The Board of Supervisors should deny GPA 230008.

The current environmental review is insufficient

The Staff Report recommends that the Board adopt the corresponding mitigated negative declaration (MND), which ultimately concludes that the proposed development

will not have a significant effect on the environment. But the initial study and MND overlook several of the development's individual and cumulative impacts.

First, the proposed development does not analyze noise or air quality impacts to the forthcoming Mead Valley Wellness Village, which is located immediately adjacent to the project cite. This center "will provide primary health care, children and youth services, and mental health and substance use disorder services" and "will include parks, recreation areas, gardens, rest areas, and trails."[1] But the proposed GPA would introduce more pollution and environmental impacts that are known to increase rates of chronic illness near this new healthcare center. The MND does not study these impacts. The Wellness Village is not included as a sensitive receptor in the air quality and noise impacts analyses. Those discussions look only at sensitive receptors located farther away from the project than the Wellness Village. Thus, the MND is underestimating the severity of the development's noise and air quality impacts on sensitive receptors.

Second, if approved, this would be just one of several pending, approved, and in-construction industrial developments—many of which are warehouse projects—for this area. More industrial development will severely exacerbate air quality and traffic impacts and cause significant greenhouse gas emissions and noise pollution (e.g. noise and pollution from diesel trucks, traffic congestion, public health impacts). But the MND appears to ignore most of these foreseeable developments by relying only on the County of Riverside General Plan to analyze cumulative impacts. At the very least, this General Plan fails to account for the cumulative impacts of all projects corresponding to GPAs since 2016, when the General Plan was adopted. Thus, the County's analysis omits at least the 12 pending and approved GPAs from this most recent regular Foundation General Plan amendment cycle.

To comply with CEQA, the County must redo its environmental analysis to address these flaws, including by preparing an environmental impact report.

<u>The County cannot make the required findings to justify approval of GPA 230008</u>

Under Section 2.5 of Ordinance 348, the Board of Supervisors cannot approve an amendment unless it finds that (1) new conditions or circumstances disclosed during the review process justify the modification, (2) the modification does not conflict with the Riverside County Vision, and (3) the modification would not create an internal

[1] Riverside University Health System, "Mead Valley Wellness Village," at https://ruhealth.org/mead-valley-wellness-village (last accessed Oct. 27, 2025).

inconsistency among General Plan elements. *See* Ordinance 348, section 2.5. Here, the County cannot make such findings for GPA 230008.

First, no new conditions or circumstances justify the proposed Foundation change. The materials in the agenda packet assert that the proposed change is consistent with the existence of other industrial development in the area as a means of justifying the proposed destruction of agricultural land. However, the Mead Valley Area Plan ("MVAP"), which was last revised on December 12, 2023, expressly acknowledges that "agriculture remains a thriving part of the County of Riverside." The MVAP also notes that the "land use patterns reflect a strong commitment to the continuation of the cherished rural/semi-rural lifestyle" in Mead Valley. MVAP at 6. Indeed, the County "is still a major agricultural force in California." *See id.* at 3. Thus, the MVAP already strikes a balance between preservation of the area's agricultural communities and the need for diverse forms of growth by establishing industrial corridors along I-215 and Highway 74 while designating areas farther west for agricultural and rural uses. *See id.* at 17 (Figure 3). These industrial corridors, located immediately adjacent to major transit routes, direct polluting and disruptive activity away from the rural and environmental justice communities located further to the west.

In fact, there is no need to expand industrial land uses any further into agricultural communities beyond the current I-215 and Highway 74 corridors. Harvill Avenue, located within this industrial corridor, currently contains at least six empty warehouses, indicating that the existing zoning sufficiently accommodates the County's needs for warehousing and shipping sites. Furthermore, significantly fewer goods have been passing through California, with some reports measuring a 44% drop in docked ships at the Ports of Los Angeles and Long Beach.[2] Therefore, fewer goods are the coming into Mead Valley, which will only continue to increase the number of vacant warehouses within the industrial corridor. In short, the existing warehouse capacity can more than accommodate industrial activity in the area. And, if ultimately constructed, the proposed warehouse projects could also sit vacant until goods movement increases at the ports.

---

[2] Mekahlo Medina and Helen Jong, *Ports of LA, Long Beach already seeing 44% drop in docked vessels*, NBC L.A., May 7, 2025 at https://www.nbclosangeles.com/news/local/ports-of-los-angeles-long-beach-44-percent-drop-in-docked-vessels/3694112/ (last accessed Jun. 9, 2025); Caroline Petrow-Cohen, *Jobs at the Port of Los Angeles are down by half, executive director says*, L.A. Times, Jun. 7, 2025 at https://www.latimes.com/business/story/2025-06-07/port-of-los-angeles-job-orders-down-by-half?_gl=1*18jzd9w*_gcl_au*MTU5MjQzMjIzNC4xNzQ5MjUxODMy (last accessed Jun. 9, 2025).

Second, the GPA conflicts with the Riverside County Vision. The Vision establishes equity, balance, and a diversified job base as important County values. *See* General Plan for the County of Riverside, Ch. 2, pp. V-4-V-6. The GPA would conflict with these core values. GPA 230008 would permit over 9.5 acres of industrial development to construct yet another warehouse, this one with a 185,912 square-foot footprint. This would conflict with the Vision's core values of balance and diversity by converting this rural land to industrial development. The addition of this warehouse, particularly when combined with the several others that have already been entitled, would not diversify financial or employment opportunities in this area.

Finally, GPA 230008 is inconsistent with other General Plan policies. Policy LU 2.1 requires that growth is concentrated "near or within existing urban and suburban areas to maintain the rural and open space character of Riverside County to the greatest extent possible." *Id.*, Ch. 3, p. LU-18. And policy HC 4.1 reiterates the importance of "preserving rural open space areas, and scenic resources" and "preserving the economic value of agricultural and open space lands." *Id.*, Ch. 10, p. HC-5. But the proposed changes would encourage industrial and urban development away from existing transportation corridors and convert significant rural and agricultural spaces into industrial uses.

Policy HC 4.1 also requires "preventing inappropriate development in" environmentally sensitive areas or areas subject to severe natural hazards. *Id.* However, as discussed above, should GPA 230008 be approved, the changes will almost certainly cause significant environmental impacts to the surrounding area, including the Mead Valley Wellness Village. These impacts would thereby intensify the burdens already felt by environmental justice communities already suffering the consequences of industrial development in the surrounding area.

Furthermore, should GPA 230008 be approved, it will cause significant harm protected species and their habitats. For example, burrowing owls have been sighted in and around the project area.[3] Last year, the California Fish and Game Commission voted unanimously to designate burrowing owls as a candidate for listing under the California

[3] Rebecca Pelvin, '*Where does it stop?' Warehouse advance in Riverside County threatens rural lifestyle*, L.A. Times, Oct. 16, 2024 at https://www.latimes.com/california/story/2024-10-16/warehouse-advance-in-riverside-county-threatens-rural-lifestyle (last accessed Jul. 28, 2025).

Endangered Species Act.[4] The Fish and Game Commission took this step due to dramatic declines in burrowing owl populations caused by sprawl development. Thus, development in this area should be restricted to preserve habitat for this imperiled species. Allowing industrial development over and near substantial stretches of burrowing owl habitat would be contrary to clear state and local policies meant to avoid such environmental impacts and protect the owls.

* * * * *

For the foregoing reasons and as explained in prior comments from the Rural Association of Mead Valley, Sierra Club, and other community members, the Board of Supervisors must deny this GPA and corresponding development.

Very truly yours,

SHUTE, MIHALY & WEINBERGER LLP



Mindy K. Jian, Attorney

[4] *See California Burrowing Owls One Step Closer to Permanent State Protections*, Center for Biological Diversity, Oct. 10, 2024 athttps://biologicaldiversity.org/w/news/press-releases/california-burrowing-owls-one-step-closer-to-state-protections-2024-10-10/ (last accessed Oct. 22, 2024); Lila Seidman, *'Goofy' owls that nest underground become candidate for endangered status*, L.A. Times, Oct. 14, 2024 at https://www.latimes.com/environment/story/2024-10-14/burrowing-owls-get-protections-considered-for-endangered-status (last accessed Oct. 22, 2024); Steve Scauzillo, *Rare burrowing owl named as candidate for California's endangered species list*, East Bay Times, Oct. 16, 2024 at https://www.eastbaytimes.com/2024/10/15/rare-burrowing-owl-named-as-candidate-for-state-endangered-species-list/ (last accessed Oct. 22, 2024).

Ms. Krista Mason,
Planner
County of Riverside
4080 Lemon St – 12th floor
Riverside, CA 92501
kmason@rivco.org

RE: 11/4/25 Board of Supervisors Item 23.1 – Development at SEC corner of Placentia & Tobacco

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Thank you.

Yuri Zepeda

23745 Placentia Ave Perris CA 92570

909-926-3418

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Thank you,
Ashley O.
Moreno Valley
951-275-7689

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Planner
County of Riverside
4080 Lemon St – 12th floor
Riverside, CA 92501
kmason@rivco.org

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We are comfortable that both the State of California and County of Riverside have already taken significant measures to improve air quality, measures which continue to improve everyday. For these reasons we support the land use change.

Thank you,

Camerino Huizar
2974 Indian Ave Perris Ca 92571
951-657-1559

Ms. Krista Mason,
Planner
County of Riverside
4080 Lemon St – 12th floor
Riverside, CA 92501
kmason@rivco.org

RE: RE: 11/4/25 Board of Supervisors Item 23.1 – Development at SEC corner of Placentia & Tobacco

Dear Ms. Mason,

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For these reasons we support the land use change.

Thank you.

Candi Morgan
Perris CA
Riverside County Resident
951-840-6095

From: Dan Cederburg
To: Mason, Krista
Date: Monday, November 3, 2025 10:59:56 AM

This is concerning the Orden project on the Southeast corner of placentia and Tobacco Road item number 23.1 my name is Dan cederburg I'm the neighbor that lives on the corner of Orange and Tobacco Road my address is 23672 Orange Avenue, Perris Cal 92570. I would like to say that I support the project as a good neighbor and appreciate the jobs that it brings and consider the project a good fit for the neighborhood, thank you.

Ms. Krista Mason,
Planner
County of Riverside
4080 Lemon St – 12th floor
Riverside, CA 92501
kmason@rivco.org

RE: RE: 11/4/25 Board of Supervisors Item 23.1 – Development at SEC corner of Placentia & Tobacco

Dear Ms. Mason,
I am a resident of Mead Valley (or Riverside County) and am in support of the proposed land use change for the Southeast corner of Placentia and Tobacco, at Tuesday's 11/4/25 Board of Supervisors Hearing.

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Focusing the industrial and warehouse uses between the 215 FWY and the mountains, so that residential uses can be constructed elsewhere is the most appropriate course of action going forward.

The State of California is transitioning all cars and trucks to EV standards, and as such our focus should be on job creation. Providing residents of Riverside County jobs in proximity to their homes should be a key priority of the County, so that they may spend more time with their families and less time commuting to other counties.
Please vote to approve the change in land use.

Thank you,

Deb Ibbotson
28191 Long Meadow Dr
Menifee, CA 92584

Ms. Krista Mason,
Planner
County of Riverside
4080 Lemon St – 12th floor
Riverside, CA 92501
kmason@rivco.org

RE: RE: 11/4/25 Board of Supervisors Item 23.1 – Development at SEC corner of Placentia & Tobacco

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Please vote to approve the change in land use.

Thank you.

Diego Quintanar

2934 Indian ave, Perris Ca 92571

Ms. Krista Mason,
Planner
County of Riverside
4080 Lemon St – 12th floor
Riverside, CA 92501
kmason@rivco.org

RE: 11/4/25 Board of Supervisors Item 23.1 – Development at SEC corner of Placentia & Tobacco

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Thank you,
Elvira Huizar
2974 Indian Ave Perris Ca 92571
951-657-1559

Ms. Krista Mason,
Planner
County of Riverside
4080 Lemon St – 12th floor
Riverside, CA 92501
kmason@rivco.org

RE: RE: 11/4/25 Board of Supervisors Item 23.1 – Development at SEC corner of Placentia & Tobacco

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Please vote to approve the change in land use.

Thank you,
Ernie Osuna
Riverside, CA 92509
626-200-0689

Ms. Krista Mason,
Planner
County of Riverside
4080 Lemon St – 12th floor
Riverside, CA 92501
kmason@rivco.org

RE: 11/4/25 Board of Supervisors Item 23.1 – Development at SEC corner of Placentia & Tobacco

Dear Ms. Mason,
I have been a resident of Perris for the past 35 years (Riverside County) and am in support of the proposed land use change for the Southeast corner of Placentia and Tobacco, at Tuesdays 11/4 Planning Commission meeting.

The area has been undergoing change over the past few years, and with the transition to an industrial area, changing the land use and zoning of these 2 parcels from residential to industrial makes the most sense. Maintaining both parcels as residential parcels in the middle of numerous industrial parcels is no longer appropriate.
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Please vote to approve the change in land use.

Thank you.

Estela Huizar

2974 Indian Ave Perris Ca 92571

951-657-1559

Ms. Krista Mason,
Planner
County of Riverside
4080 Lemon St – 12th floor
Riverside, CA 92501
kmason@rivco.org

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Thank you,

H. Ford Ibbotson
28191 Long Meadow Dr
Menifee, CA 92584

Ms. Krista Mason,
Planner
County of Riverside
4080 Lemon St – 12th floor
Riverside, CA 92501
kmason@rivco.org

RE: 11/4/25 Board of Supervisors Item 23.1 – Development at SEC corner of Placentia & Tobacco

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Thank you,
Jazmin Barreto
951-664-0786

Ms. Krista Mason,
Planner
County of Riverside
4080 Lemon St – 12th floor
Riverside, CA 92501
kmason@rivco.org

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Thank you,
Jerry Zepeda
Riverside, CA 92509
951-675-8426

Ms. Krista Mason,
Planner
County of Riverside
4080 Lemon St – 12th floor
Riverside, CA 92501
kmason@rivco.org

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Thank you.

Jesse Sanchez

Perris Ca 92571

951-200-0724

Ms. Krista Mason,
Planner
County of Riverside
4080 Lemon St – 12th floor
Riverside, CA 92501
kmason@rivco.org

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Thank you,

Joaquin Zuniga
Riverside Co. resident
714-396-9215

Ms. Krista Mason,
Planner
County of Riverside
4080 Lemon St – 12th floor
Riverside, CA 92501
kmason@rivco.org

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For these reasons we support the land use change.

Thank you.

Juan Carlos Sandoval
157 Bond Dr Perris Ca 92570
951-337-8007

Ms. Krista Mason,
Planner
County of Riverside
4080 Lemon St – 12th floor
Riverside, CA 92501
kmason@rivco.org

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Thank you.
Jose Gonzalez

Perris Ca 92571

951-515-4626

Ms. Krista Mason,
Planner
County of Riverside
4080 Lemon St – 12th floor
Riverside, CA 92501
kmason@rivco.org

RE: 11/4/25 Board of Supervisors Item 23.1 – Development at SEC corner of Placentia & Tobacco

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Thank you,
Jose L Rodriguez
2974 Indian Ave Perris Ca 92571
951-657-1559

Ms. Krista Mason,
Planner
County of Riverside
4080 Lemon St – 12th floor
Riverside, CA 92501
kmason@rivco.org

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Karina Sandoval
157 Bond Dr Perris Ca 92570
951-337-8007

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Planner
County of Riverside
4080 Lemon St – 12th floor
Riverside, CA 92501
kmason@rivco.org

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Thank you,

Laura Gonzalez
Moreno Valley
951- 455-9782

Ms. Krista Mason,
Planner
County of Riverside
4080 Lemon St – 12th floor
Riverside, CA 92501
kmason@rivco.org

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Thank you.

Laura Vazquez
(951) 552-4496
3482 Churchill Ln.
Perris, CA 92571

Ms. Krista Mason,
Planner
County of Riverside
4080 Lemon St – 12th floor
Riverside, CA 92501
kmason@rivco.org

RE: 11/4/25 Board of Supervisors Item 23.1 – Development at SEC corner of Placentia & Tobacco

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Thank you.

Luis Huizar

2974 Indian Ave

Perris Ca 92571

951-238-7084

Ms. Krista Mason,
Planner
County of Riverside
4080 Lemon St – 12th floor
Riverside, CA 92501
kmason@rivco.org

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Thank you,
Luis Luevano
Indian Ave Perris Ca 92571
951-200-0724

Ms. Krista Mason,
Planner
County of Riverside
4080 Lemon St – 12th floor
Riverside, CA 92501
kmason@rivco.org

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Thank you,
Luz A Rodriguez
2974 Indian Ave Perris Ca 92571
951-657-1559

From: Scott Smith
To: Mason, Krista
Subject: Item 23.1 on tomorrow's Board of Supervisor's agenda
Date: Monday, November 3, 2025 9:20:47 AM

Hello Ms. Mason,

My name is Scott Smith. I am a long time resident and property owner near the proposed development at the Southeast Corner of Placentia and Tobacco which I strongly support. This entire area is clearly within the 215 industrial corridor and this project fits well with the neighboring industrial projects. The only development between this project and the 215 freeway that isn't industrial in nature is the "Wellness Center" that is currently being constructed. This location was chosen for the Wellness Center because their target clientele is the drug addicted and homeless making it unsuitable for residential areas. That in itself makes the location of the proposed development no longer suitable for residential use. Even though the county calls this area "Mead Valley" it is actually the other side of a large ridge from the physical Mead Valley and in what the county itself has described as the industrial corridor.

These are the reasons that as a neighbor living off of nearby Orange Ave, I support this smart development. Feel free to contact me if you have any questions.

Regards,

Scott Smith
21225 Geens Place
Perris, CA 92570

(310) 686-0778
skyscotty@me.com

Flores, Kate

From: Mindy Jian <mjian@smwlaw.com>
Sent: Monday, November 3, 2025 5:16 PM
To: Clerk of the Board
Cc: Edward T. Schexnayder; Debbie Walsh; MikeM@radicalresearch.llc; George Hague
Subject: Letter to Board of Supervisors (Nov. 4, 2025 meeting) re Agenda item 23.1 (GPA 230008)
Attachments: SMW Letter to BOS (Item 23.1 - GPA 230008).pdf

Hello,

Please find attached a letter from this office for submission to the Board of Supervisors regarding item 23.1 (GPA 230008) on the November 4, 2025 meeting agenda. Please let me know if you have any difficulty accessing the document.

Best,
Mindy Jian

Mindy Jian
Attorney
Shute, Mihaly & Weinberger LLP
396 Hayes Street
San Francisco, CA 94102-4421
p: 415/552-7272 x |
www.smwlaw.com | A San Francisco Green Business

23.1

SHUTE, MIHALY & WEINBERGER LLP

396 HAYES STREET, SAN FRANCISCO, CA 94102
T: (415) 552-7272 F: (415) 552-5816
www.smwlaw.com

MINDY K. JIAN
Attorney
mjian@smwlaw.com

November 3, 2025

Via Electronic Mail Only

Riverside County Board of Supervisors
Attn: Clerk of the Board
Riverside County Administrative Center
4080 Lemon Street, 1st Floor
Riverside, CA 92501
E-Mail: cob@rivco.org

Re: General Plan Amendment 230008 (Item 23.1 - 10:00 a.m. County Land Use Public Hearings Meeting)

Dear Chair Perez and Members of the Board of Supervisors:

This firm represents the Sierra Club and Rural Association of Mead Valley regarding proposed General Plan Amendment ("GPA") 230008. We previously submitted a September 17, 2024 letter to the Board to oppose initiation of this amendment. We write again to reiterate our serious concerns about this GPA, which, with the other approved and pending amendments in the First Supervisorial District, ask the County to change the zoning for over 1,140 acres of land to allow for even more industrial warehouse developments. This additional industrial development would further harm Mead Valley's overburdened environmental justice communities.

The County has failed to adequately analyze the environmental impacts of the proposed industrial development, which will be located right next to the forthcoming Mead Valley Wellness Village. Furthermore, the County cannot make the findings needed to approve GPA 230008 because it conflicts with the Riverside County Vision and creates internal inconsistencies between General Plan elements. The Board of Supervisors should deny GPA 230008.

The current environmental review is insufficient

The Staff Report recommends that the Board adopt the corresponding mitigated negative declaration (MND), which ultimately concludes that the proposed development

will not have a significant effect on the environment. But the initial study and MND overlook several of the development's individual and cumulative impacts.

First, the proposed development does not analyze noise or air quality impacts to the forthcoming Mead Valley Wellness Village, which is located immediately adjacent to the project cite. This center "will provide primary health care, children and youth services, and mental health and substance use disorder services" and "will include parks, recreation areas, gardens, rest areas, and trails."[1] But the proposed GPA would introduce more pollution and environmental impacts that are known to increase rates of chronic illness near this new healthcare center. The MND does not study these impacts. The Wellness Village is not included as a sensitive receptor in the air quality and noise impacts analyses. Those discussions look only at sensitive receptors located farther away from the project than the Wellness Village. Thus, the MND is underestimating the severity of the development's noise and air quality impacts on sensitive receptors.

Second, if approved, this would be just one of several pending, approved, and in-construction industrial developments—many of which are warehouse projects—for this area. More industrial development will severely exacerbate air quality and traffic impacts and cause significant greenhouse gas emissions and noise pollution (e.g. noise and pollution from diesel trucks, traffic congestion, public health impacts). But the MND appears to ignore most of these foreseeable developments by relying only on the County of Riverside General Plan to analyze cumulative impacts. At the very least, this General Plan fails to account for the cumulative impacts of all projects corresponding to GPAs since 2016, when the General Plan was adopted. Thus, the County's analysis omits at least the 12 pending and approved GPAs from this most recent regular Foundation General Plan amendment cycle.

To comply with CEQA, the County must redo its environmental analysis to address these flaws, including by preparing an environmental impact report.

<u>The County cannot make the required findings to justify approval of GPA 230008</u>

Under Section 2.5 of Ordinance 348, the Board of Supervisors cannot approve an amendment unless it finds that (1) new conditions or circumstances disclosed during the review process justify the modification, (2) the modification does not conflict with the Riverside County Vision, and (3) the modification would not create an internal

[1] Riverside University Health System, "Mead Valley Wellness Village," at https://ruhealth.org/mead-valley-wellness-village (last accessed Oct. 27, 2025).

inconsistency among General Plan elements. *See* Ordinance 348, section 2.5. Here, the County cannot make such findings for GPA 230008.

First, no new conditions or circumstances justify the proposed Foundation change. The materials in the agenda packet assert that the proposed change is consistent with the existence of other industrial development in the area as a means of justifying the proposed destruction of agricultural land. However, the Mead Valley Area Plan ("MVAP"), which was last revised on December 12, 2023, expressly acknowledges that "agriculture remains a thriving part of the County of Riverside." The MVAP also notes that the "land use patterns reflect a strong commitment to the continuation of the cherished rural/semi-rural lifestyle" in Mead Valley. MVAP at 6. Indeed, the County "is still a major agricultural force in California." *See id.* at 3. Thus, the MVAP already strikes a balance between preservation of the area's agricultural communities and the need for diverse forms of growth by establishing industrial corridors along I-215 and Highway 74 while designating areas farther west for agricultural and rural uses. *See id.* at 17 (Figure 3). These industrial corridors, located immediately adjacent to major transit routes, direct polluting and disruptive activity away from the rural and environmental justice communities located further to the west.

In fact, there is no need to expand industrial land uses any further into agricultural communities beyond the current I-215 and Highway 74 corridors. Harvill Avenue, located within this industrial corridor, currently contains at least six empty warehouses, indicating that the existing zoning sufficiently accommodates the County's needs for warehousing and shipping sites. Furthermore, significantly fewer goods have been passing through California, with some reports measuring a 44% drop in docked ships at the Ports of Los Angeles and Long Beach.[2] Therefore, fewer goods are the coming into Mead Valley, which will only continue to increase the number of vacant warehouses within the industrial corridor. In short, the existing warehouse capacity can more than accommodate industrial activity in the area. And, if ultimately constructed, the proposed warehouse projects could also sit vacant until goods movement increases at the ports.

---

[2] Mekahlo Medina and Helen Jong, *Ports of LA, Long Beach already seeing 44% drop in docked vessels*, NBC L.A., May 7, 2025 at https://www.nbclosangeles.com/news/local/ports-of-los-angeles-long-beach-44-percent-drop-in-docked-vessels/3694112/ (last accessed Jun. 9, 2025); Caroline Petrow-Cohen, *Jobs at the Port of Los Angeles are down by half, executive director says*, L.A. Times, Jun. 7, 2025 at https://www.latimes.com/business/story/2025-06-07/port-of-los-angeles-job-orders-down-by-half?_gl=1*18jzd9w*_gcl_au*MTU5MjQzMjIzNC4xNzQ5MjUxODMy (last accessed Jun. 9, 2025).

Second, the GPA conflicts with the Riverside County Vision. The Vision establishes equity, balance, and a diversified job base as important County values. *See* General Plan for the County of Riverside, Ch. 2, pp. V-4-V-6. The GPA would conflict with these core values. GPA 230008 would permit over 9.5 acres of industrial development to construct yet another warehouse, this one with a 185,912 square-foot footprint. This would conflict with the Vision's core values of balance and diversity by converting this rural land to industrial development. The addition of this warehouse, particularly when combined with the several others that have already been entitled, would not diversify financial or employment opportunities in this area.

Finally, GPA 230008 is inconsistent with other General Plan policies. Policy LU 2.1 requires that growth is concentrated "near or within existing urban and suburban areas to maintain the rural and open space character of Riverside County to the greatest extent possible." *Id.*, Ch. 3, p. LU-18. And policy HC 4.1 reiterates the importance of "preserving rural open space areas, and scenic resources" and "preserving the economic value of agricultural and open space lands." *Id.*, Ch. 10, p. HC-5. But the proposed changes would encourage industrial and urban development away from existing transportation corridors and convert significant rural and agricultural spaces into industrial uses.

Policy HC 4.1 also requires "preventing inappropriate development in" environmentally sensitive areas or areas subject to severe natural hazards. *Id.* However, as discussed above, should GPA 230008 be approved, the changes will almost certainly cause significant environmental impacts to the surrounding area, including the Mead Valley Wellness Village. These impacts would thereby intensify the burdens already felt by environmental justice communities already suffering the consequences of industrial development in the surrounding area.

Furthermore, should GPA 230008 be approved, it will cause significant harm protected species and their habitats. For example, burrowing owls have been sighted in and around the project area.[3] Last year, the California Fish and Game Commission voted unanimously to designate burrowing owls as a candidate for listing under the California

[3] Rebecca Pelvin, '*Where does it stop?' Warehouse advance in Riverside County threatens rural lifestyle*, L.A. Times, Oct. 16, 2024 at https://www.latimes.com/california/story/2024-10-16/warehouse-advance-in-riverside-county-threatens-rural-lifestyle (last accessed Jul. 28, 2025).

Endangered Species Act.[4] The Fish and Game Commission took this step due to dramatic declines in burrowing owl populations caused by sprawl development. Thus, development in this area should be restricted to preserve habitat for this imperiled species. Allowing industrial development over and near substantial stretches of burrowing owl habitat would be contrary to clear state and local policies meant to avoid such environmental impacts and protect the owls.

* * * * *

For the foregoing reasons and as explained in prior comments from the Rural Association of Mead Valley, Sierra Club, and other community members, the Board of Supervisors must deny this GPA and corresponding development.

Very truly yours,

SHUTE, MIHALY & WEINBERGER LLP

Mindy K. Jian, Attorney

[4] *See California Burrowing Owls One Step Closer to Permanent State Protections*, Center for Biological Diversity, Oct. 10, 2024 athttps://biologicaldiversity.org/w/news/press-releases/california-burrowing-owls-one-step-closer-to-state-protections-2024-10-10/ (last accessed Oct. 22, 2024); Lila Seidman, *'Goofy' owls that nest underground become candidate for endangered status*, L.A. Times, Oct. 14, 2024 at https://www.latimes.com/environment/story/2024-10-14/burrowing-owls-get-protections-considered-for-endangered-status (last accessed Oct. 22, 2024); Steve Scauzillo, *Rare burrowing owl named as candidate for California's endangered species list*, East Bay Times, Oct. 16, 2024 at https://www.eastbaytimes.com/2024/10/15/rare-burrowing-owl-named-as-candidate-for-state-endangered-species-list/ (last accessed Oct. 22, 2024).

Flores, Kate

From: Debbie Walsh <abilene149@gmail.com>
Sent: Monday, November 3, 2025 9:19 PM
To: Supervisor Medina - 1st District; Office of 2nd District Supervisor; District 4 Supervisor V. Manuel Perez; District 5; District3; Clerk of the Board
Subject: Clerk of the Board Item 23.1
Attachments: ThriftyoilwarehouseBOS10_42025.pdf

COB,

Please find the attached letter for BOS November 4, 2025 Item 23.1 Thrifty Oil project.

Please submit into the administrative record.

Thanks.

Debbie Walsh

November 4, 2025

Debbie Walsh
PO Box 2244
Perris, CA 92572

Riverside County Board of Supervisors
4080 Lemon Street
Riverside, CA 92502

Supervisors:

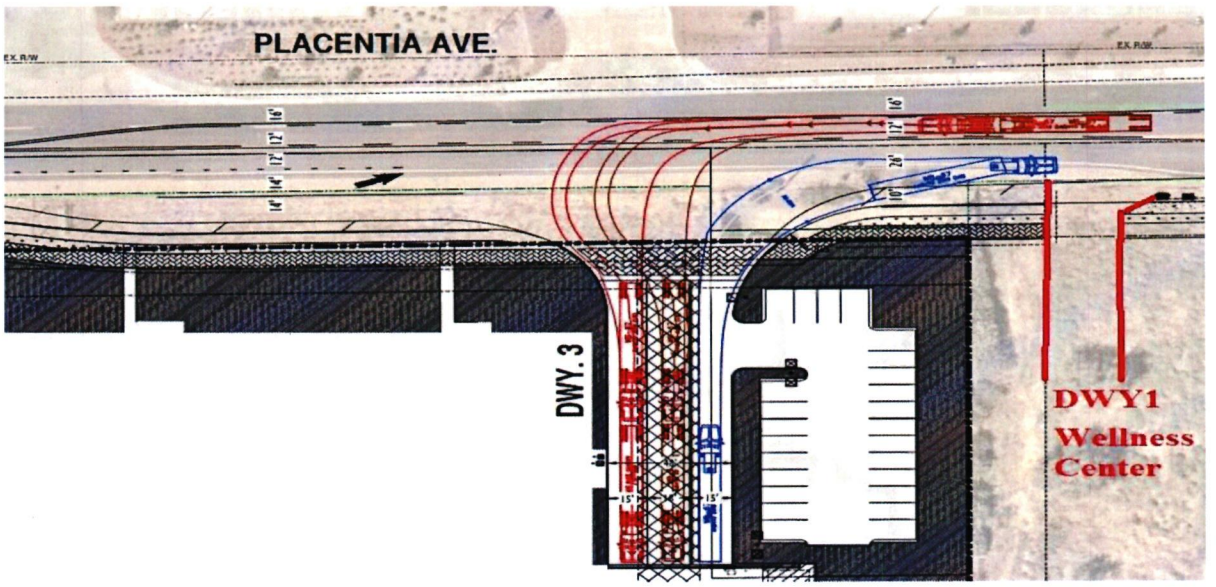
RE: Item 23.1 Thrifty Oil Warehouse Project, GPA 230008

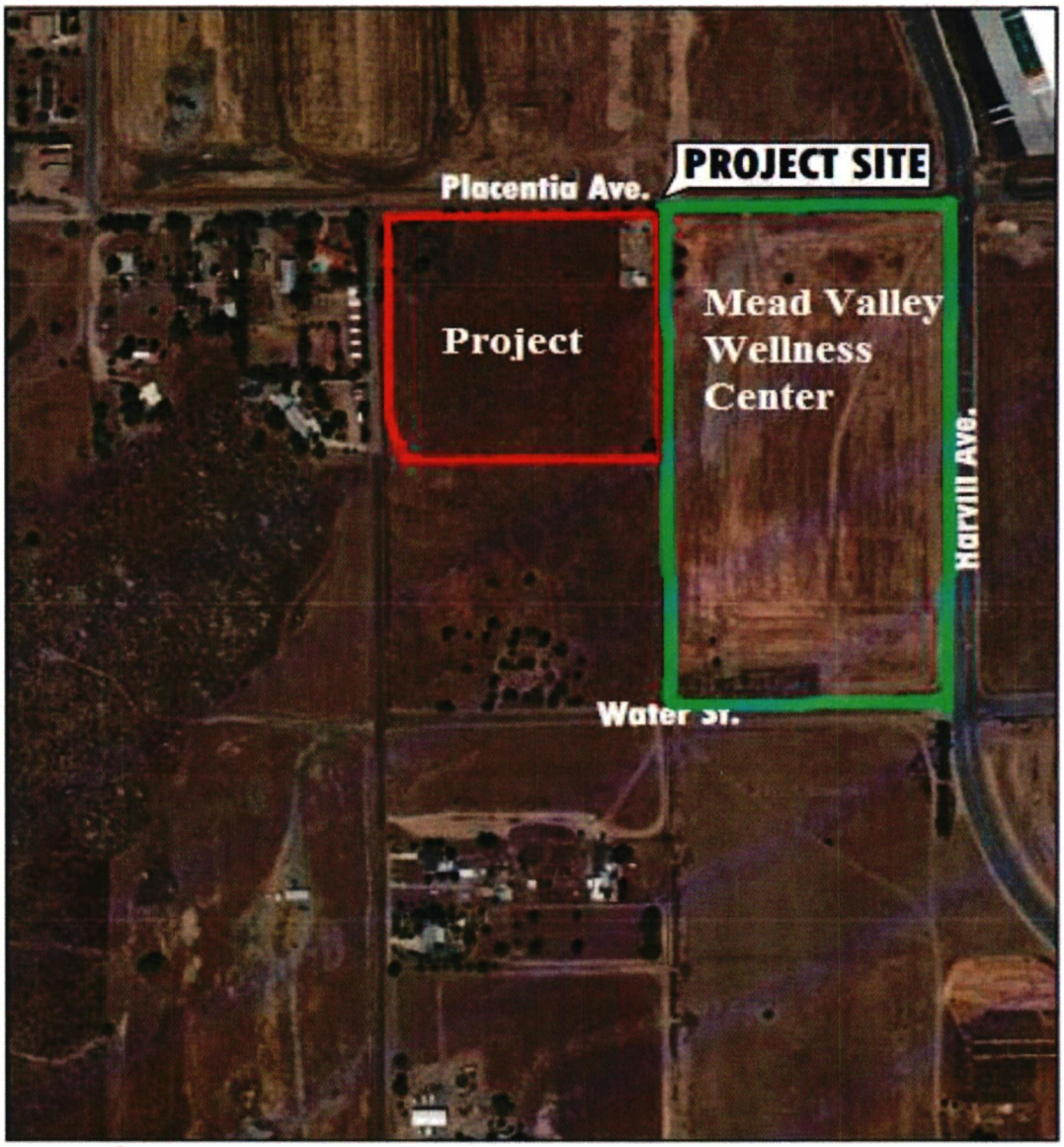
The Rural Association of Mead Valley is opposed to the Thrifty Warehouse project at the southeast corner of Placentia Avenue and Tobacco Road. The Proposed Project is anticipated to generate a total of 322 two-way trips per day onto Placentia Ave.

The Project will be directly next to the $580 million Mead Valley Wellness Center. The substantial impacts to this facility and people using this facility have not been analyzed in the MND. This facility is clearly a sensitive receptor where hundreds of County employees will be working and thousands of people with compromised health will be living at this facility. https://ruhealth.org/mead-valley-wellness-village.

The County did not do an adequate CEQA analysis for the Wellness Center and must complete a new EIR.

- **Driveway 3 is just 100 feet from the Wellness Center Urgent Care Entrance on Placentia.**
- **Hundreds of Trucks from Proposed Warehouses along Patterson, Rider and Placentia will be using Placentia as patients are trying to enter the Urgent Care Driveway of the Wellness Center.**
- **Trucks cannot queue safely from west bound turn lanes into the warehouse.**
- **MND did not provide an adequate traffic, Air Quality and Noise analysis that included the Wellness Center.**





LILBURN CORPORATION

PROJECT SITE-AERIAL VIEW
Thrifty Oil Speculative Warehouse
23641 Placentia Avenue
Riverside County, California
FIGURE 2

"The Mead Valley Wellness Village will offer outpatient and residential services for behavioral health and substance use disorders, primary healthcare, and behavioral health urgent care. The facility will serve children, youth, families, veterans, and others, and will be home to the first behavioral health urgent care in Riverside County for children under 13".

"Located at the intersection of Placentia Street and Harvill Avenue. The campus will incorporate beautiful landscaping, walking trails, and functional green spaces that are visually pleasing and beneficial to individuals in recovery."

The Wellness Village will include parks, recreation areas, gardens, rest areas, and trails for community members utilizing our services.

The Wellness Village will provide primary health care, children and youth services, and mental health and substance use disorder services. An on-campus pharmacy will be open to the public.

Thrifty Oil Warehouse Project Mobile Source Health Risk Assessment MND does not include the substantial health impacts to the Mead Valley Wellness Center directly adjacent to the Proposed Project. The dock doors are facing the Mead Valley Wellness Center Residential Apartments. Thrifty Oil Warehouse Project Mobile Source Health Risk Assessment page 18.

> **OPERATIONAL IMPACTS**
>
> *Residential Exposure Scenario:*
>
> The residential land use with the greatest potential exposure to Project operational-source DPM emissions is Location R2 which is located approximately 90 feet west of the Project site at an existing residence located at 23551 Placentia Avenue. Since there are no private outdoor living areas (backyards) facing the Project site, R2 is placed at the building façade. At the MEIR, the maximum incremental cancer risk attributable to Project operational-source DPM emissions is estimated at 1.18 in one million, which is less than the SCAQMD significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable significance threshold of 1.0. Although Location R2 is not the nearest receptor to the Project site, it is the location that would experience the highest concentrations of DPM during project operation due to meteorological conditions (wind speed and direction) in the vicinity of the Project site. All other receptors would experience lower concentrations of DPM and thus less risk during operation of the proposed Project than the MEIR identified herein. As such, the Project will not cause a significant human health or cancer risk to adjacent land uses as a result of Project operational activity. All other receptors would experience less risk than what is identified for this location.

Thrifty Oil Warehouse Project Mobile Source Health Risk Assessment page 23.

GPA 230007 conflicts with the General Plan Vision

II. THE GENERAL PLAN AMENDMENT AND ZONE CHANGE SHOULD BE DENIED WHERE IT WILL RESULT IN SIGNIFICANT ENVIRONMENTAL IMPACTS, INCLUDING SIGNIFICANT HEALTH RISKS FROM DEVELOPING DISTRIBUTION WAREHOUSES ADJACENT TO RESIDENTIAL USES.

The Mead Valley Wellness Center includes primary and specialty medical care, dental services, substance use disorder services, and a pharmacy, as well as onsite respite for families whose children are in short-term residential care.

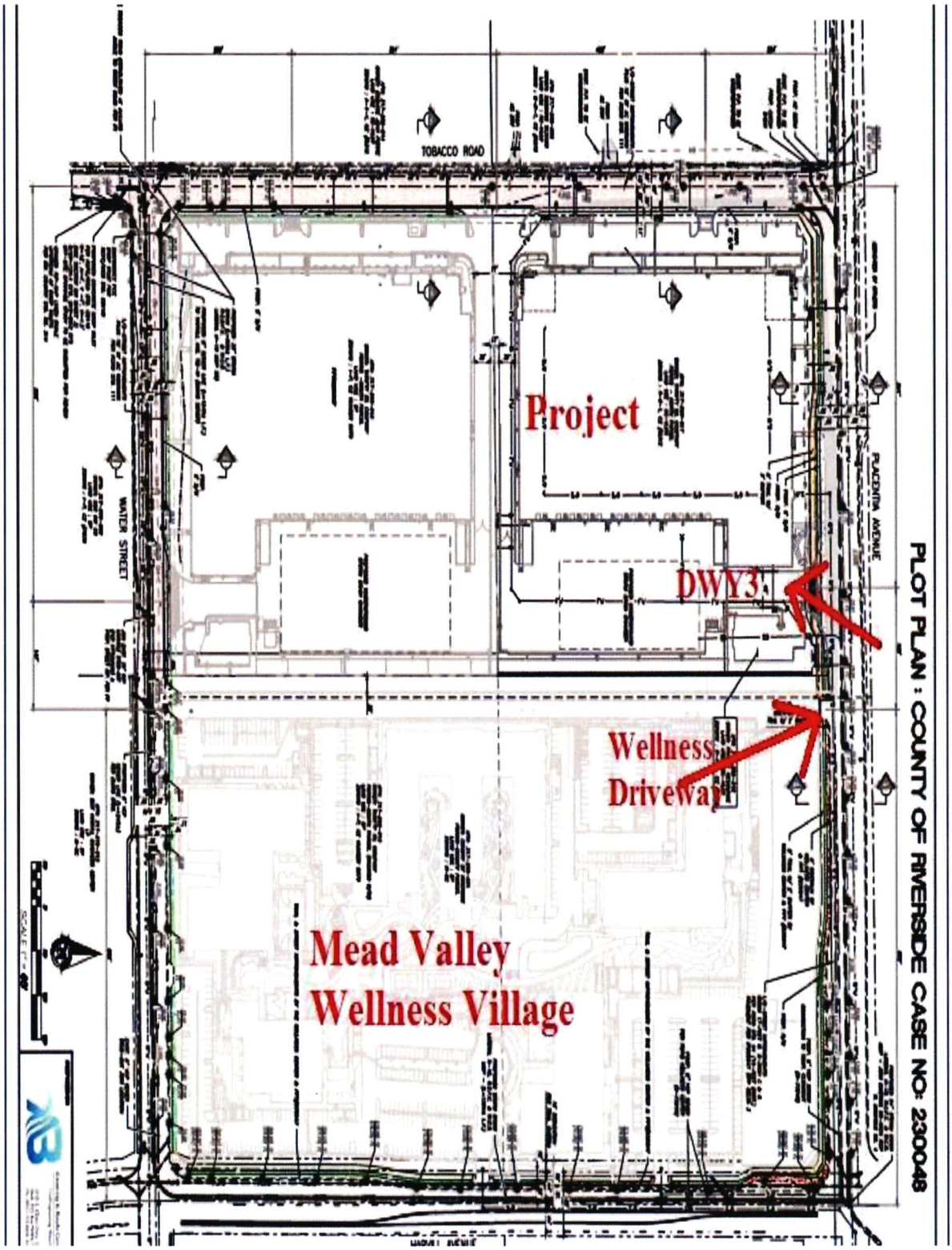
• A recovery center featuring an adult and youth behavioral health urgent care, sobering center, crisis residential treatment and a residential substance use disorder treatment and detox program.

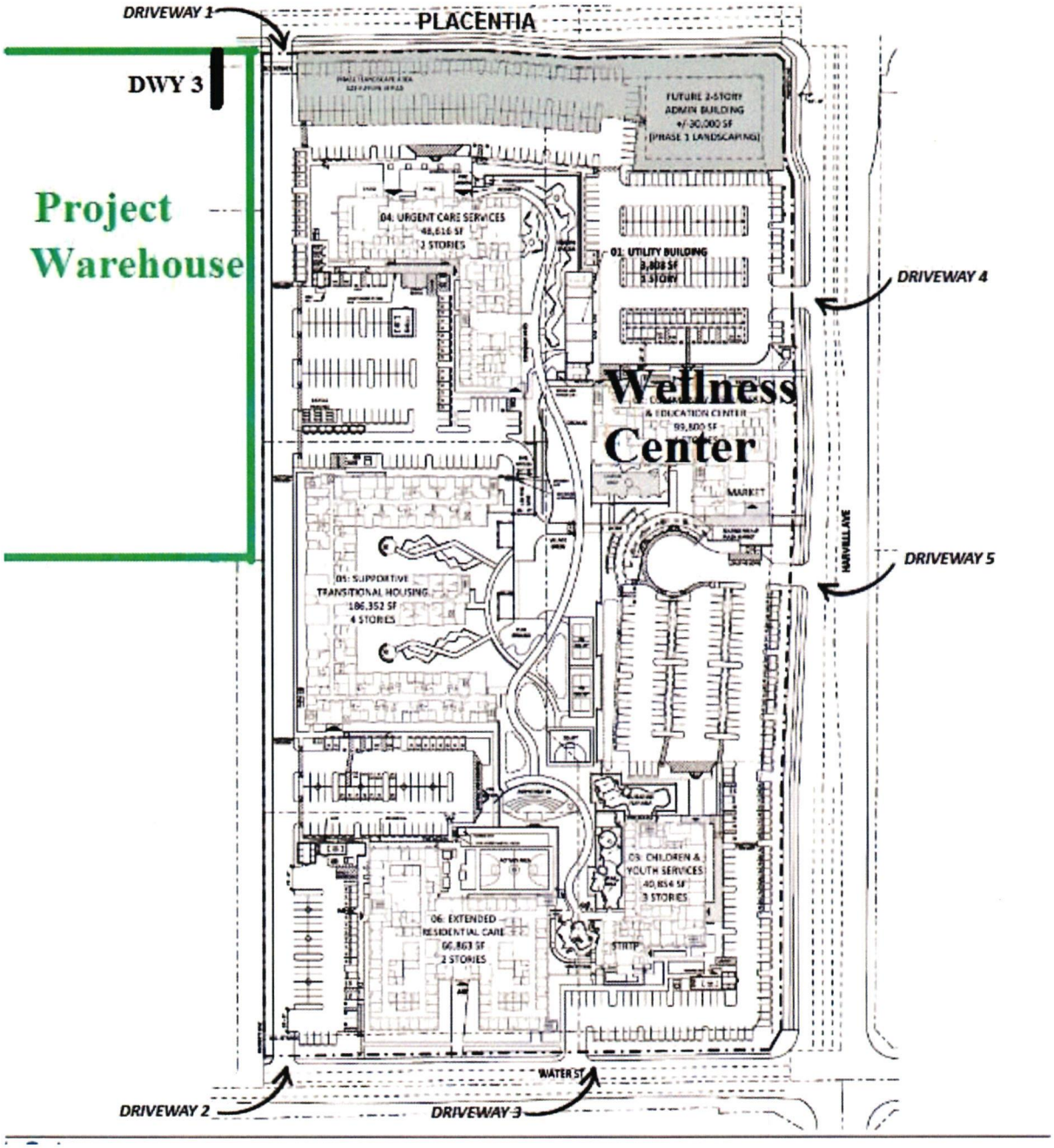
• A residential complex that will include supportive housing, recovery residences and residential behavioral health programs.

• Restorative care programs such as an adult residential facility and mental health rehabilitation center.

This Foundation General Plan Amendment (GPA) is a proposal to change the General Plan Foundation Component and Land Use designation from Rural Community-Very Low-density Residential (RC-VLDR) to Community Development – Business Park (CD-BP).

There is no justification or findings to change the land use and zoning from residential agriculture to industrial. This project is next to the Mott Rimrock Reserve with hundreds of sensitive and endangered animals and plants. The 24-7 noise, lighting and pollution will endanger this habitat.




DRIVEWAY 1
PLACENTIA
DWY 3
Project
Warehouse
FUTURE 2-STORY
ADMIN BUILDING
+/- 30,000 SF
(PHASE 1 LANDSCAPING)
04: URGENT CARE SERVICES
48,616 SF
2 STORIES
01: UTILITY BUILDING
3,808 SF
1 STORY
DRIVEWAY 4
Wellness
& EDUCATION CENTER
99,800 SF
Center
MARKET
HARVILL AVE
DRIVEWAY 5
05: SUPPORTIVE
TRANSITIONAL HOUSING
186,352 SF
4 STORIES
03: CHILDREN &
YOUTH SERVICES
40,854 SF
3 STORIES
06: EXTENDED
RESIDENTIAL CARE
66,863 SF
2 STORIES
STRIP
WATER ST
DRIVEWAY 2
DRIVEWAY 3

EAP (2026) CONDITIONS

This section discusses the traffic forecasts for EAP (2026) conditions and the resulting intersection operations and traffic signal warrant analyses.

VOLUME DEVELOPMENT

This scenario includes Existing (2024) traffic volumes plus an ambient growth factor of 4.04% and the addition of Project traffic. In addition, traffic associated with PPT220047 to the south, Barker Logistics, and Placentia Truck Lot have also been added as these uses are anticipated to be open and operational within the same timeframe as the proposed Project. The proposed County Wellness Center, which is located immediately to the east of the proposed Project, was also considered; however, no traffic from the Wellness Center is anticipated to travel to and from the west on Placentia Avenue. The weekday ADT and weekday AM and PM peak hour volumes for the study area intersections are provided in Attachment B and in Exhibit 7.

INTERSECTIONS

Table 4 provides the summary of the intersection operations analysis for EAP (2026) traffic conditions. As shown in Table 4, the study area intersections are anticipated to operate at an acceptable LOS during the peak hours. It should be noted that the intersection of Tobacco Road and Placentia Avenue assumes the implementation of an all-way stop controlled intersection in order to accommodate turning trucks. The intersection operations analysis worksheets for EAP (2026) traffic conditions are provided in Attachment D.

TABLE 4: INTERSECTION ANALYSIS FOR EAP (2026) CONDITIONS

#	Intersection	Traffic Control[1]	Delay[2] (secs.) AM	Delay[2] (secs.) PM	Level of Service AM	Level of Service PM
1	Tobacco Rd. & Placentia Av.	AWS	7.7	7.7	A	A
2	Tobacco Rd. & Driveway 1	CSS	8.4	8.5	A	A
3	Tobacco Rd. & Driveway 2	CSS	8.3	8.4	A	A
4	Driveway 3 & Placentia Av.	CSS	10.4	10.4	B	B

1 CSS = Cross-Street Stop; AWS = All-Way Stop; CSS = Improvement

2 Per the Highway Capacity Manual (7th Edition), 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.

"Even small increases in unwanted ambient sound have significant effects. In 2011, for example, scientists studying people living near seven major European airports found that a 10-decibel increase in aircraft noise was associated with a 28 percent increase in anxiety medication use".
"Numerous studies have linked noise pollution to increased anxiety, depression, high blood pressure, heart disease, and stroke," says Jenny Saffran.

Severe Air and Noise Pollution from this warehouse will be next to the Wellness Center Residential Housing.

Numerous warehouses on Harvill are empty.

This warehouse is outside of the Industrial Corridor with no tenant.

How can the County justify compromising the health and welfare of hundreds of patients for the financial gain of warehouse developers. We Do Not Want Any More Warehouses.

The MND linked to this Product is deficient. This Project has not performed the required CEQA analysis. The MND does not include the adjacent Mead Valley Wellness Center where hundreds of residents and patients will be living and receiving care.

This Project must be denied.

Sincerely,

Debbie Walsh

President, RAMV

Flores, Kate

From: Acquia Mail
Sent: Tuesday, November 4, 2025 8:06 AM
To: lcochrun@ldcindustrial.com
Cc: Clerk of the Board
Subject: Request to Speak Web Submission



Thank you for submitting your request to speak. The Clerk of the Board office has received your request and will be prepared to allow you to speak when your item is called. To attend the meeting, please call (669) 900-6833 and use **Meeting ID # 864 4411 6015 . Password is 20251104.** You will be muted until your item is pulled and your name is called. Please dial in at 9:00 am with the phone number you provided in the form so you can be identified during the meeting.

Submitted on November 4, 2025

Submitted values are:

First Name
Larry

Last Name
Cochrun

Address (Street, City and Zip)
3 MacArthur Place, Suite 750, Santa Ana, CA

Phone
9492264601

Email
lcochrun@ldcindustrial.com

Agenda Date
11/04/2025

Agenda Item # or Public Comment
Item 23.1 GPA230008 CZ2300030 PPT230048

State your position below

Support

Do you need a Spanish translator?
No

Comments
I own property at 19587 Patterson Ave, APN# 317-160-037. I was born in Fontana in 1967 and have witnessed the positive improvements of real estate development in the Inland Empire. I support the improvements that this project provides to the community and the local jobs it will provide. We need more projects like this.

Flores, Kate

From: Debbie Walsh <abilene149@gmail.com>
Sent: Monday, November 3, 2025 9:06 AM
To: Clerk of the Board; RoyD@rivco.org
Subject: Powerpoint presentation 23.1
Attachments: thriftywarehoiuse.pdf

Roy,

I created a presentation for the BOS Tuesday meeting. 11/4/2025

Item 23.1

Please let me know if you have any questions.

Thanks.

Debbie

23.1

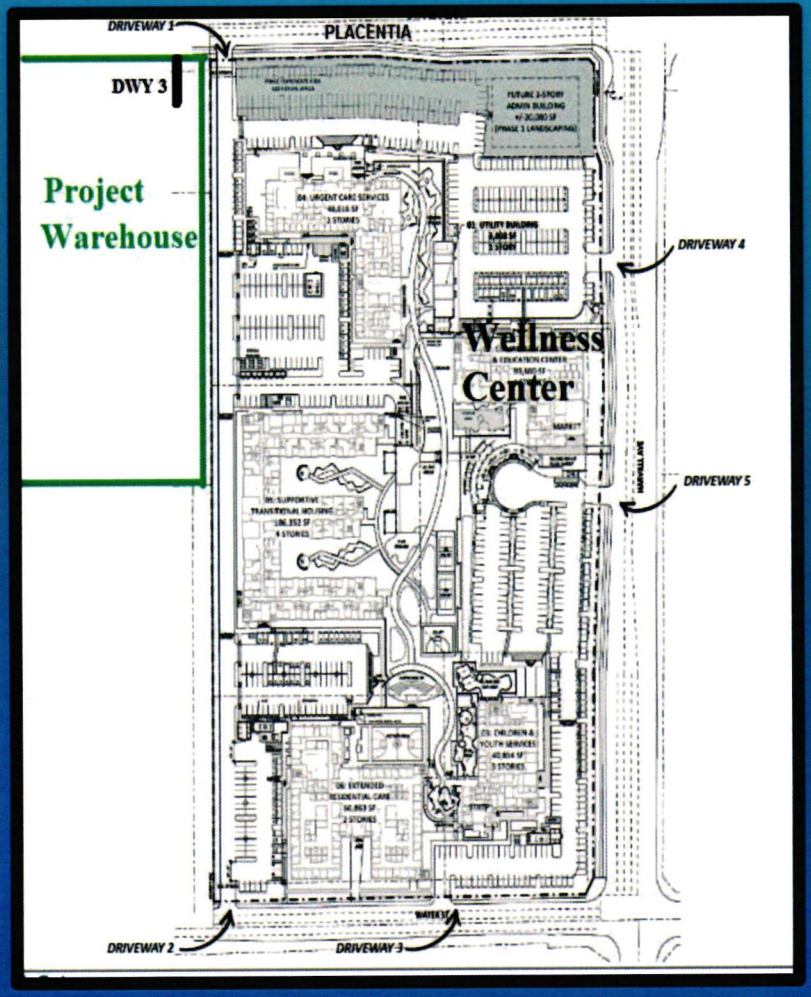
Thrifty Oil Warehouse Project

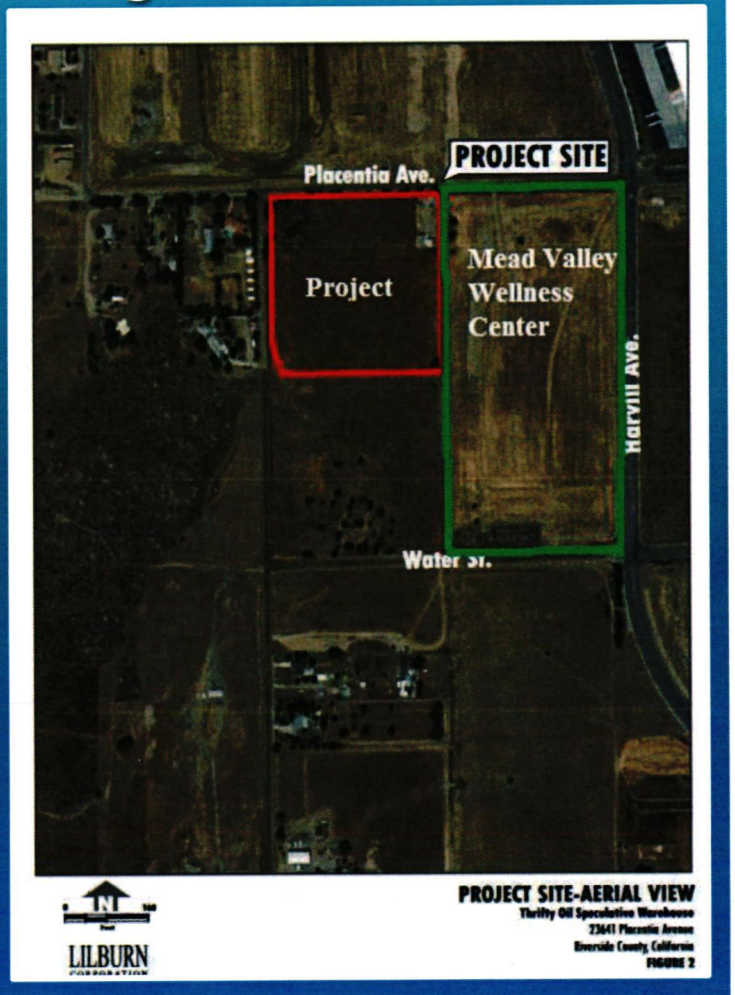
Adjacent to the Mead Valley Wellness Center

Driveway 3 just 100 feet from the Wellness Center Urgent Care Entrance on Placentia

MND did not provide an adequate traffic, Air Quality and Noise analysis that included the Wellness Center.

The MND is deficient.





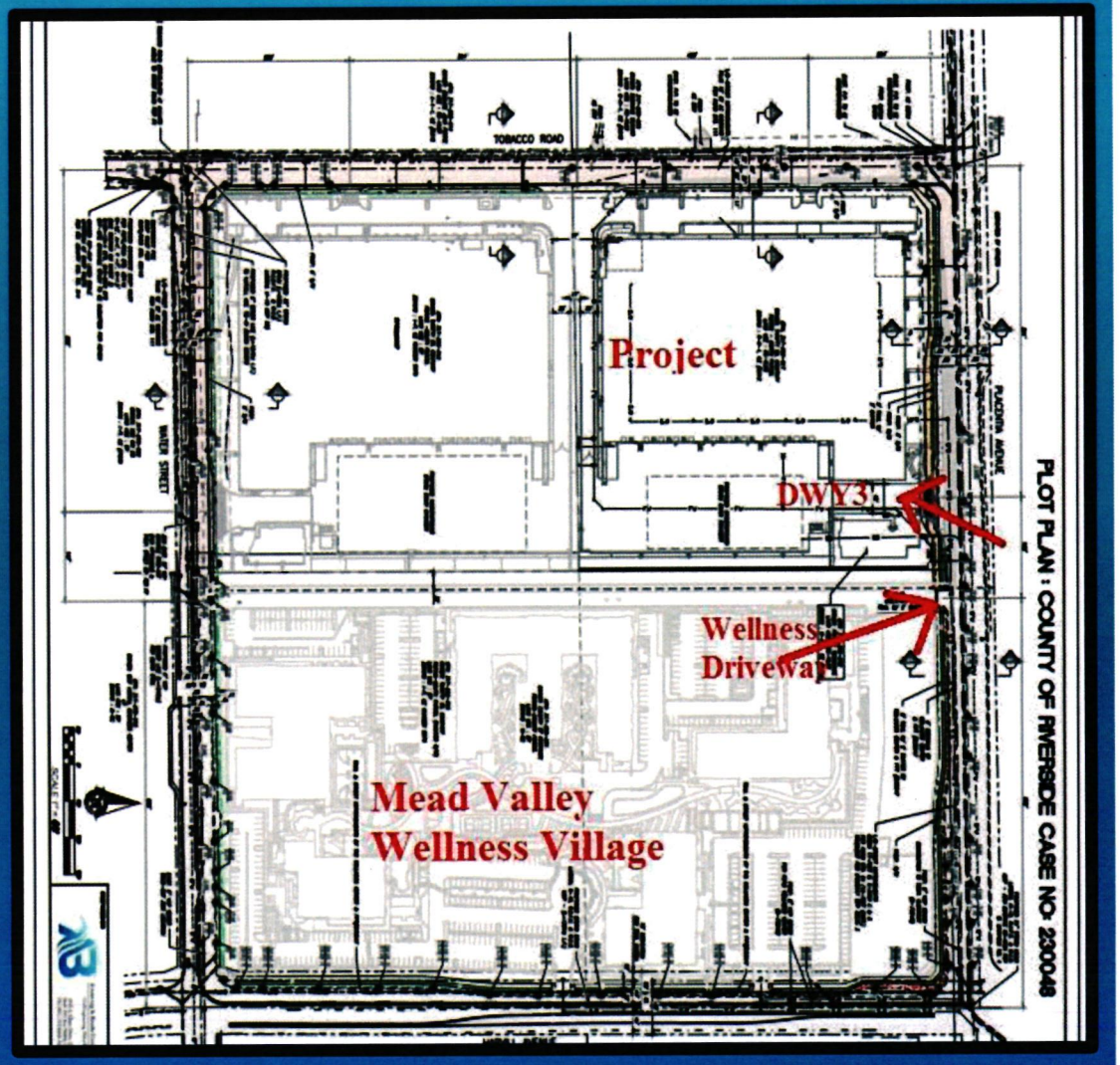
Thrifty Oil Project

Hundreds of Trucks from Proposed Warehouses along Patterson, Rider and Placentia will be using Placentia as patients are trying to enter the Urgent Care Driveway of the Wellness Center.

The Driveway for this proposed warehouse is just feet from the Wellness Center Urgent Care driveway.

Trucks cannot que safely in west bound turn lanes. Trucks cannot enter or leave onto Placentia safely.

The Project did not do a adequate CEQA analysis for the Wellness Center and must complete a new EIR

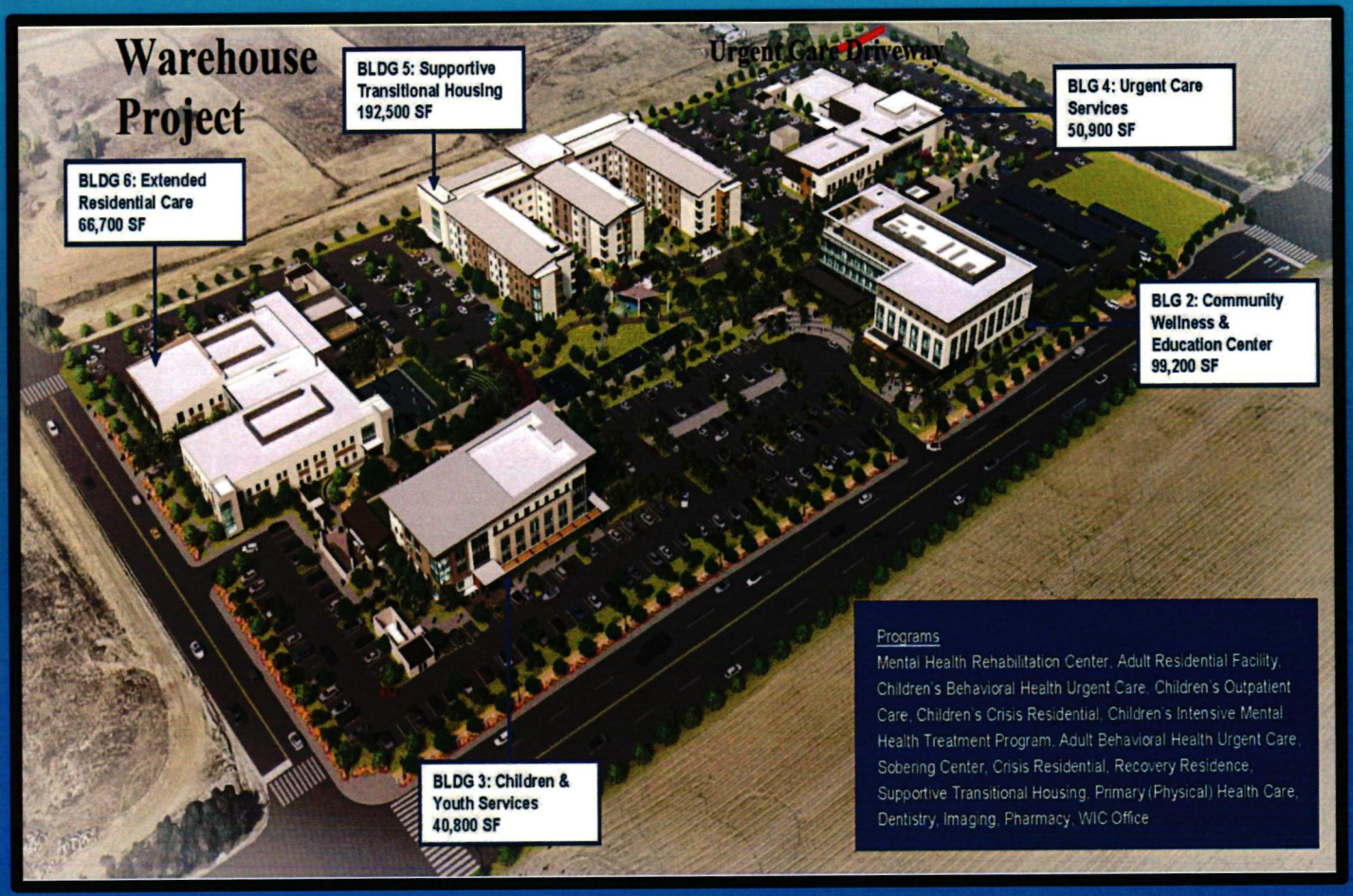


THE NEW $580 MILLION WELLNESS CENTER

How Can You Allow unhealthy warehouses to surround this wellness center?

Warehouse Dock Doors are facing the Transitional Housing.

The Noise and Air pollution will be detrimental to the residents health.



SEVERE AIR & NOISE POLLUTION WILL BE NEXT TO THE RESIDENTIAL HOUSING.

"Even small increases in unwanted ambient sound have significant effects. In 2011, for example, scientists studying people living near seven major European airports found that a 10-decibel increase in aircraft noise was associated with a 28 percent increase in anxiety medication use".

"Numerous studies have linked noise pollution to increased anxiety, depression, high blood pressure, heart disease, and stroke," says Jenny Saffran

"Empowering everyone, everywhere, to live better, longer"

Surrounding the Wellness Center with warehouses will have health consequences for those seeking to get well.

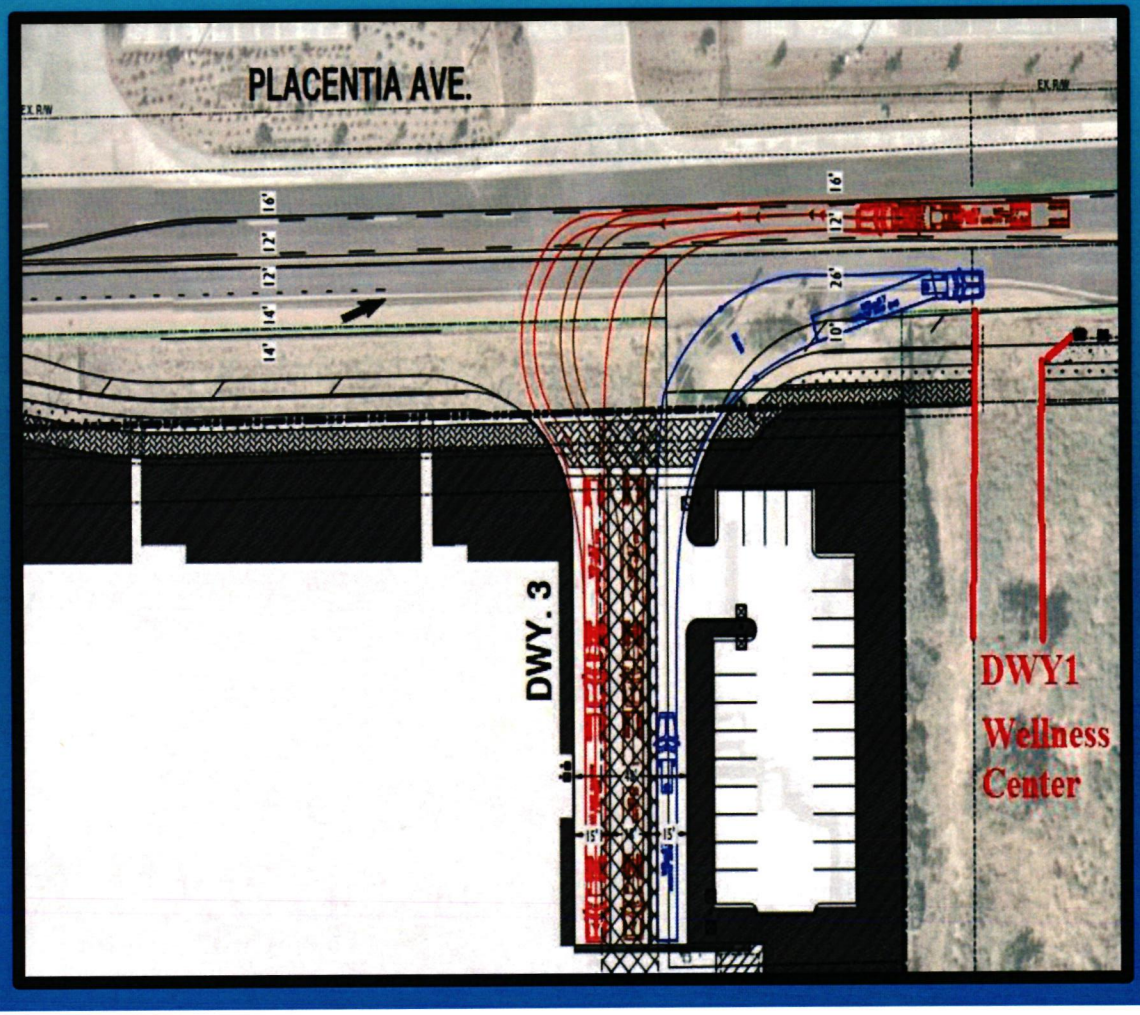
CONFLICTING TRUCK ACCESS

Trucks 70 feet long will be turning left to enter the warehouse at the same location as cars entering the Wellness Center Urgent Care driveway.

Trucks will be leaving the warehouse at Driveway 3 just feet from the Urgent Care driveway.

The County EAP Assessment is faulty. Hundreds of trucks from nearby warehouses will be using Placentia going east and west past the Wellness Center.

"The Proposed County Wellness Center, was also considered; however, no traffic from the Wellness Center is anticipated to travel to and from the west on Placentia Ave". (EAP (2026) CONDITIONS. THRIFTY OIL WAREHOUSE FOCUSED TRAFFIC ASSESSMENT



NEW WAREHOUSES ARE EMPTY



Numerous warehouses on Harvill are empty.

Many more new warehouses in the Industrial corridor are empty. This warehouse is outside of the Industrial Corridor with no tenant.

How can the County justify compromising the health and welfare of hundreds of patients for the financial gain of warehouse developers. We Do Not Want Any More Warehouses. VOTE NO!!!

Online

Riverside County Board of Supervisors
Request to Speak

Submit request to the Clerk of the Board (right of podium), Speakers are entitled to three (3) minutes, subject to Board Rules listed on the reverse side of this form. The Board may limit the public input on any item, based on the number of people requesting to speak and the business of the Board.

SPEAKER'S NAME: Larry Cochrun

Address: _____

City: _____ **Zip:** _____

Phone #: _____

Date: _____ **Agenda #** 23.1

PLEASE STATE YOUR POSITION BELOW:

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

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

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

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

I give my 3 minutes to: _____

Parking validations available for speakers only – see Clerk of the Board.

(Revised: 04/23/2025)

BOARD RULES

Requests to Address Board on "Agenda" Items:
You may request to be heard on a published agenda item. Requests to be heard must be submitted to the Clerk of the Board before the scheduled meeting time.

Requests to Address Board on items that are "NOT" on the Agenda:
Notwithstanding any other provisions of these rules, member of the public shall have the right to address the Board during the mid-morning "Oral Communications" segment of the published agenda. Said purpose for address must pertain to issues which are under the direct jurisdiction of the Board of Supervisors. YOUR TIME WILL BE LIMITED TO THREE (3) MINUTES. The Board may limit the public input on any item, based on the number of people requesting to speak and the business of the Board.

Power Point Presentations/Printed Material:
Speakers who intend to conduct a formalized Power Point presentation or provide printed material must notify the Clerk of the Board's Office by 12 noon on the Monday preceding the Tuesday Board meeting, ensuring that the Clerk's Office has sufficient copies of all printed materials and at least one (1) copy of the Power Point CD. Copies of printed material given to the Clerk (by Monday noon deadline) will be provided to each Supervisor. If you have the need to use the overhead "Elmo" projector at the Board meeting, please ensure your material is clear and with proper contrast, notifying the Clerk well ahead of the meeting, of your intent to use the Elmo. Speakers are prohibited from bringing signs, placards, or posters into the hearing room.

Individual Speaker Limits:
Individual speakers are limited to a maximum of three (3) minutes. The Board may limit the public input on any item, based on the number of people requesting to speak and the business of the Board. Please step up to the podium when the Chair calls your name and begin speaking immediately. Pull the microphone to your mouth so that the Board, audience, and audio recording system hear you clearly. Once you start speaking, the "green" podium light will light. The "yellow" light will come on when you have one (1) minute remaining. When you have 30 seconds remaining, the "yellow" light will begin flash, indicating you must quickly wrap up your comments. Your time is up when the "red" light flashes. The Chair adheres to a strict three (3) minutes per speaker. ***Note: If you intend to give your time to a "Group/Organized Presentation", please state so clearly at the very bottom of the reverse side of this form.***

Group/Organized Presentations:
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Riverside County Board of Supervisors
Request to Speak

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SPEAKER'S NAME: Debbie WALSH

Address: MEAD VALLEY RANCH

City: _____ **Zip:** _____

Phone #: _____

Date: 10-4-25 **Agenda #** 23.1

PLEASE STATE YOUR POSITION BELOW:

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

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

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

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

I give my 3 minutes to: _____

Parking validations available for speakers only – see Clerk of the Board.

(Revised: 04/23/2025)

BOARD RULES

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SPEAKER'S NAME: Veronica Langworthy

Address: _____

City: _____ **Zip:** _____

Phone #: _____

Date: 11/4/25 **Agenda #** 23.1

PLEASE STATE YOUR POSITION BELOW:

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

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

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

I give my 3 minutes to: Debbie W.

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(Revised: 04/23/2025)

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SPEAKER'S NAME: Dan Cederburg

Address: 23672 Orange Ave

City: Perris **Zip:** 92570

Phone #: ~~951~~ - 951-5706231

Date: 11-4-25 **Agenda #** 23.1

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

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

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I give my 3 minutes to: _____

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(Revised: 04/23/2025)

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SPEAKER'S NAME: Scott Smith

Address: 21225 GEENS PLACE

City: PERRIS, CA **Zip:** 92570

Phone #: 310-686-0778

Date: 11/4/25 **Agenda #** 23.1

PLEASE STATE YOUR POSITION BELOW:

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

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

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I give my 3 minutes to: _____

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(Revised: 04/23/2025)

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SPEAKER'S NAME: MARICELA MARTINEZ

Address: 21600 BAILES ST

City: Perris **Zip:** 92570

Phone #: 951 450 9309

Date: 11-4-25 **Agenda #** 23.1

PLEASE STATE YOUR POSITION BELOW:

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

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

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I give my 3 minutes to: _____

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(Revised: 04/23/2025)

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SPEAKER'S NAME: Cesar Lamas

Address: _____

City: _____ **Zip:** _____

Phone #: _____

Date: 11/4/2025 **Agenda #** 23.1.

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

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

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I give my 3 minutes to: _____

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SPEAKER'S NAME: Jose Radillo

Address: _____

City: _____ **Zip:** _____

Phone #: _____

Date: _____ **Agenda #** 23.1

PLEASE STATE YOUR POSITION BELOW:

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

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

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SPEAKER'S NAME: ARMANDO MAZIN

Address: 2974 INDIAN AVE

City: PERRIS CA **Zip:** 92571

Phone #: 562-275-5880

Date: 1-4-2025 **Agenda #** 23.1

PLEASE STATE YOUR POSITION BELOW:

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

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

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

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

I give my 3 minutes to: _____

Parking validations available for speakers only – see Clerk of the Board.

(Revised: 04/23/2025)

BOARD RULES

Requests to Address Board on "Agenda" Items:
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Notwithstanding any other provisions of these rules, member of the public shall have the right to address the Board during the mid-morning "Oral Communications" segment of the published agenda. Said purpose for address must pertain to issues which are under the direct jurisdiction of the Board of Supervisors. YOUR TIME WILL BE LIMITED TO THREE (3) MINUTES. The Board may limit the public input on any item, based on the number of people requesting to speak and the business of the Board.

Power Point Presentations/Printed Material:
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Riverside County Board of Supervisors
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Submit request to the Clerk of the Board (right of podium), Speakers are entitled to three (3) minutes, subject to Board Rules listed on the reverse side of this form. The Board may limit the public input on any item, based on the number of people requesting to speak and the business of the Board.

SPEAKER'S NAME: Vianey Zepeda

Address: 23145 Placentia Ave

City: Perris **Zip:** 92570

Phone #: 9516758426 Placentia/Tobacco Project

Date: Nov. 4th 2025 **Agenda #** 23.1

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SPEAKER'S NAME: Larry Robillard

Address: 15550 Stony Creek Dr

City: Woodcrest **Zip:** 92504

Phone #: 951 313 4494

Date: 11/3/2025 **Agenda #** 23-1

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SPEAKER'S NAME: Roy Bulcort

Address: _____

City: _____ **Zip:** _____

Phone #: _____

Date: _____ **Agenda #** 23.1

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