PLANNING COMMISSION
Regular Meeting

Agenda

Thursday, March 28, 2019 at 7:00 PM
City Hall Council Chamber – 14177 Frederick Street

CALL TO ORDER

ROLL CALL

PLEDGE OF ALLEGIANCE

APPROVAL OF AGENDA

APPROVAL OF AGENDA

CONSENT CALENDAR

All matters listed under Consent Calendar are considered to be routine and all will be enacted by one roll call vote. There will be no discussion of these items unless Members of the Planning Commission request specific items be removed from the Consent Calendar for separate action.

1. APPROVAL OF MINUTES

Planning Commission – Regular Meeting – March 14, 2019 7:00 PM

PUBLIC COMMENTS PROCEDURE

Any person wishing to address the Commission on any matter, either under the Public Comments section of the Agenda or scheduled items or public hearings, must fill out a "Request to Speak" form available at the door. The completed form must be submitted to the Secretary prior to the Agenda item being called by the Chairperson. In speaking to the Commission, member of the public may be limited to three minutes per person, except for the applicant for entitlement. The Commission may establish an overall time limit for comments on a particular Agenda item. Members of the public must direct their questions to the Chairperson of the Commission and not to other members of the Commission, the applicant, the Staff, or the audience.

Upon request, this agenda will be made available in appropriate alternative formats to persons with disabilities, in compliance with the Americans with Disabilities Act of 1990. Any person with a disability who requires a modification or accommodation in order to participate in a meeting should direct such request to Guy Pegan, ADA Coordinator, at 951.413.3120 at least 72 hours before the meeting. The 72-hour notification will enable the City to make reasonable arrangements to ensure accessibility to this meeting.

NON-PUBLIC HEARING ITEMS

PUBLIC HEARING ITEMS

1.	Case:	PEN18-0191 (General Plan Amendment) PEN18-0192 (Change of Zone) PEN18-0254 (Plot Plan**)** PEN18-0193 (Addendum to the EIR)
	Applicant:	Highland Fairview
	Property Owner	HF Logistics-SKX T2, LLC and Highland Fairview Partners V
	Representative	Patrick Revere
	Location:	The northeast corner of Eucalyptus Avenue and Redlands Boulevard, south of State Route 60
	Case Planner:	Jeff Zwack
	Council District:	3
	Proposal	The applicant, Highland Fairview, is seeking approval of a General Plan Amendment, Change of Zone and Plot Plan to develop an approximately 768,000 square foot industrial building and associated site improvements.
2.	Case:	PEN18-0241 Conditional Use Permit
	Applicant:	Andrew Gomez, CEO
	Property Owner:	Eung Cheol and Shin Ok Bae Trustees of 2013 Bae Family Trust
	Representative:	Johathan Zacarias, CFO
	Location:	24703 Alessandro Boulevard
	Case Planner:	Jeff Zwack
	Council District:	3

	Proposal:	The Applicant, Mr. Andrew Gomez, CEO of Angel Organic Healing Center, LLC, is requesting approval of a Conditional Use Permit (CUP) to allow a retail cannabis dispensary within a 1,300 square foot retail space located at 24703 Alessandro Boulevard within the Sunnymead Village Shopping Center.
3.	Case:	PEN18-0213
	Applicant:	SSCA Enterprises, LLC
	Property Owner	JRMVP, LLC
	Representative	Brandon Rexroad
	Location:	11875 Pigeon Pass Road, Suite C-2
	Case Planner:	Julia Descoteaux
	Council District:	2
	Proposal	A Conditional Use Permit for a Commercial Cannabis Distribution Facility
4.	Case:	PEN19-0027
	Applicant:	SMV Group Inc.
	Property Owner:	JRMVP LLC
	Representative:	Brandon Rexroad
	Location:	11875 Pigeon Pass Road Suite C-1
	Case Planner:	Julia Descoteaux
	Council District:	2
	Proposal:	Conditional Use Permit for a Commercial Cannabis Dispensary

OTHER COMMISSION BUSINESS

STAFF COMMENTS

PLANNING COMMISSIONER COMMENTS

ADJOURNMENT

Planning Commission Regular Meeting, April 11, 2019 at 7:00 P.M., City of Moreno Valley, City Hall Council Chamber, 14177 Frederick Street, Moreno Valley, CA 92553.

OFFICIAL MINUTES OF THE PLANNING COMMISSION OF THE CITY OF MORENO VALLEY

REGULAR MEETING – 7:00 PM
March 14, 2019

CALL TO ORDER

This Regular meeting of the Planning Commission of the City of Moreno Valley was called to order at 7:03 P.M., by Chair Barnes in the Council Chambers located at 14177 Frederick Street.

ROLL CALL

Planning Commission:	Jeffrey Barnes	Chair	Present
	Patricia Korzec	Vice-Chairman	Present
	Robert Harris	Commissioner	Present
	JoAnn Stephan	Commissioner	Present
	Jeffrey Sims	Commissioner	Present
	Ray L. Baker	Commissioner	Present
	Alvin Dejohnette	Commissioner	Present

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Commissioner Sims.

APPROVAL OF AGENDA

Motion to approve the agenda was made by Commissioner Baker and seconded by Commissioner Harris.

Vote:	7-0
Ayes:	Commissioner Baker, Harris, Stephan, Sims, Chair Barnes, Commissioner DeJohnette, and Vice-Chair Korzec
Action:	**Approved**

STAFF PRESENT

Paul Early	City Attorney
Richard Sandzimier	Community Development Director
Patty Nevins	Planning Official
Sean Kelleher	Senior Planner
Chris Ormsby	Senior Planner
Julia Descoteaux	Associate Planner
Michael Koehler	Lt. Division Commander

CONSENT CALENDAR

APPROVAL OF MINUTES

1. Planning Commission - Regular Meeting - Feb 28, 2019 7:00 PM

Motion to approve the minutes of February 28, 2019 was made by Vice-Chair Korzec and seconded by Commissioner DeJohnette.

Vote:	6-0
Ayes:	Vice-Chair Korzec, Commissioner DeJohnette, Harris, Stephan, Sims, and Chair Barnes
Abstain:	Commissioner Baker
Action:	**Approved**

PUBLIC COMMENTS PROCEDURE

None

NON-PUBLIC HEARING ITEMS

No items for discussion.

PUBLIC HEARING ITEMS

1. Conditional Use Permit for a retail cannabis dispensary located in an existing building at 23031 Sunnymead Boulevard (Report of: Planning Commission)

A. Staff recommends that the Planning Commission approve Resolution No. 2019-12, and thereby;

   1. CERTIFY that the project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA) under CEQA Guidelines Section 15301 (Class 1) Existing Facilities; and

   2. Approve PEN18-0208 Conditional Use Permit subject to the attached Conditions of Approval as Exhibit A.

Public Hearing Opened: 7:23 P.M.

Public Comments

Rafael Brugueras supports the item.

Public Hearing Closed: 7:27 P.M.

Motion to approve Resolution No. 2019-12 with Exhibit A as amended to remove Condition Number 17 and 37 from the conditions of approval of Resolution No. 2019-12, was made by Vice-Chair Korzec and seconded by Commissioner Harris.

Vote: 7-0
Ayes: Vice-Chair Korzec, Commissioner Harris, Baker, Stephan, Sims, Chair Barnes, and Commissioner DeJohnette
Action: **Approved**

2. Conditional Use Permit for a retail cannabis dispensary within an existing building at 13121 Perris Boulevard (Report of: Planning Commission)

A. Staff recommends that the Planning Commission approve Resolution No. 2019-13, and thereby;

1. CERTIFY that the project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA) under CEQA Guidelines Section 15301 (Class 1) Existing Facilities; and

2. Approve PEN18-0214 Conditional Use Permit subject to the attached Conditions of Approval as Exhibit A.

Public Hearing Opened: 7:56 P.M.

Public Comments

Aurora Lopez Guillen opposes the item.

Rafael Brugueras supports the item.

Moises A Mendoza opposes the item.

Juliann Shafer opposes the item.

Public Hearing Closed: 8:11 P.M.

Motion to approve Resolution No. 2019-13 with Exhibit A as amended to remove Condition Number 18 and 41 from the conditions of approval of Resolution No. 2019-13, was made by Vice-Chair Korzec and seconded by Commissioner Harris.

Vote: 7-0
Ayes: Vice-Chair Korzec, Commissioner Harris, Baker, Stephan, Sims, Chair Barnes, and Commissioner DeJohnette
Action: **Approved**

OTHER COMMISSION BUSINESS

Chair Barnes asked the City Attorney about the ability to revisit a Conditional Use Permit at any time.

Paul Early, City Attorney, stated the Planning Commission may periodically review any Conditional Use Permits to ensure that it is being operated in a manner consistent with Conditions of Approval or in a manner which is not detrimental to the public health safety or welfare or materially injurious to properties in the vicinity. If, after the review, the Commission deems there is sufficient evidence to warrant a full examination then a public hearing date shall be set. At such public hearing, the Commission may modify or revoke the permit pursuant to this section.

Commissioner Stephan asked for an update on the shopping center near Hemlock.

Rick Sandzimier, Community Development Director, stated that the development is called the Festival and is being re-branded as the District. Next to the IHOP, there is activity in the existing building and a significant retail chain is expected that will bring some life back to the commercial center. BlackRidge has submitted a building complex/campus and are currently going through the building and plan check review. The 10 acre parcel which was not included has had some inquires as well and hopefully with BlackRidge progressing we will see things moving.

Commissioner Baker asked how many cannabis permits the City has in total.

Patty Nevins, Planning Official stated there are 23 applications total and will be seeing them come to the Commission a few at a time over the next few months and or longer.

STAFF COMMENTS

Patty Nevins, Planning Official, introduced Mr. Sean Kelleher, the City's new Senior Planner.

PLANNING COMMISSIONER COMMENTS

No items for discussion.

ADJOURNMENT

There being no further business to come before the Planning Commission, Chairman Barnes adjourned the meeting at 8:31 PM.

Submitted by:

Approved by:

_____
Ashley Aparicio
Planning Commission Secretary

_____
Jeffrey Barnes
Chair

PLANNING COMMISSION

STAFF REPORT

Meeting Date: March 28, 2019

GENERAL PLAN AMENDMENT AND CHANGE OF ZONE FOR APPROXIMATELY 19.7 ACRES OF THE WEST END OF THE 36.8 ACRE PROJECT SITE, ALONG WITH A PLOT PLAN FOR A 768,000 SQUARE FOOT INDUSTRIAL BUILDING AND ASSOCIATED SITE IMPROVEMENTS OVER THE FULL 36.8 ACRES FOR PHASE 2 OF THE HIGHLAND FAIRVIEW CORPORATE PARK PLAN

Case:	PEN18-0191 (General Plan Amendment) PEN18-0192 (Change of Zone) PEN18-0254 (Plot Plan**)** PEN18-0193 (Addendum to the EIR)
Applicant:	Highland Fairview
Property Owner	HF Logistics-SKX T2, LLC and Highland Fairview Partners V
Representative	Patrick Revere
Location:	The northeast corner of Eucalyptus Avenue and Redlands Boulevard, south of State Route 60
Case Planner:	Jeff Zwack
Council District:	3
Proposal	The applicant, Highland Fairview, is seeking approval of a General Plan Amendment, Change of Zone and Plot Plan to develop an approximately 768,000 square foot industrial building and associated site improvements

SUMMARY

The applicant, Highland Fairview, is requesting approval for the development of the second phase of Highland Fairview Corporate Park (HFCP) located in the Rancho Belago area of Moreno Valley. The proposal would entitle development of a 768,000 square foot industrial logistics building on 36.8 acres of currently vacant property in the east end of the City. The project requires a General Plan Amendment to change the land use potential from Commercial to Business Park, and a Zone Change to change the zoning designation from Community Commercial to Light Industrial for the approximate 19.7 acres that make up the west end of the project site. The remaining acres of the project site will retain their Business Park designations. The site plan, parking layout, building floor plan and elevations for the proposed 768,000 square foot building will be approved through the Plot Plan. Each of the proposed actions require modification of the previously approved HFCP plans for Parcels 2 and 3. Specifically, the prior proposed 600,000 square foot industrial building and proposed 120,000 square foot retail center land use on those parcels will be replaced with a single 768,000 square foot industrial logistics building. The General Plan Amendment and Zone Change include a total acreage of 19.7 acres including 13.2 developable acres and 6.5 acres within the future State Route 60 (SR-60) right-of-way. This proposal also includes an Addendum to the prior EIR, prepared pursuant to the California Environmental Quality Act Guidelines.

The proposed project includes road design concepts that include roundabouts at the intersections of Redlands Boulevard and Eucalyptus Avenue and on Eucalyptus Avenue between Redlands Boulevard and World Logistics Center Parkway, at the main entrance to the future development, rather than construction of more traditional, signalized intersections. The proposed General Plan Amendment includes a proposed modification to text in the General Plan Circulation Element (Chapter 5) and the General Plan Goals and Objectives (Chapter 9) to clarify that use of roundabouts are one of many innovative design solutions that can be considered and implemented.

PROJECT DESCRIPTION

Background

The applicant, Highland Fairview received Planning Commission's recommendation of approval, on January 8, 2009, for the Highland Fairview Corporate Park, (HFCP) that was separate and apart from the World Logistics Center Specific Plan. At that time, the Planning Commission recommended approval of a General Plan Amendment (PA07-0089), Change of Zone (PA07-0088), a Plot Plan, and a Tentative Parcel Map. Subsequently, the City Council approved the General Plan Amendment, Zone Change, and certified the Environmental Impact Report at its January 8, 2009 meeting. The original HFCP approval created four buildable parcels (Parcel 5 along the southerly edge of SR-60, was created for future Freeway right of way improvements by Caltrans and will not be developed), and approximately 2,620,000 square feet of building area, consisting of a 1,820,000 square foot logistics warehouse building on Parcel 1 (Phase 1), a 600,000 square foot building on Parcel 2 (Phase 2), 80,000 square feet of retail on Parcel 4 (Phase 2), and 120,000 square feet of retail on Parcel 3 (Phase 3).

Phase 1, consisting of a 1,820,000 square foot logistics center has been constructed and leased to the Skechers Company. The project site includes an area of approximately 125.3 acres, located just south of SR-60, and north of Eucalyptus Avenue, and between Redlands Boulevard and Theodore Street, (renamed to World Logistics Center Parkway).

Project

The applicant, Highland Fairview, is requesting approval for the development of the second phase (Parcels 2 and 3), of Highland Fairview Corporate Park (HFCP), located in the Rancho Belago area of Moreno Valley. The current proposal consists of the development of a 768,000 sq. ft. industrial logistics building, which will modify the previously approved HFCP plans for Parcels 2 and 3 by eliminating the proposed 600,000 square foot industrial building and the proposed 120,000 square foot retail center, and replacing those two developments, with a single, 768,000 square foot industrial logistics building. The 80,000 square of potential retail land use on Parcel 4 remains unchanged.

General Plan Amendment

The applicant, Highland Fairview, is requesting the following for the proposed project:

1. General Plan Amendment (PEN18-0191)

The existing General Plan designation for the westerly 19.7 acres of the project site is Commercial (C); in the approved HFCP, this area was anticipated for future development of a 120,000 square foot retail commercial center. In order to allow for the proposed development of a 768,000 square foot industrial building, a General Plan Amendment is required to change the land use designation from Commercial (C) to Business Park (BP). The proposed BP General Plan designation would allow for a wide variety of industrial land uses such as office/technology, manufacturing uses, industrial warehouse buildings. The land use change component of the proposed General Plan Amendment will apply to the westerly 13.2 acres of the site along with the balance of the property designated as Commercial (C) northerly to SR-60 (6.5 acres).

The current General Plan land use designation for the easterly portions of the project site is Business Park (BP). No change in the General Plan designation for this area is necessary. No other changes to the existing General Plan land use designations are proposed for the balance of the HFCP.

The proposed project will reduce the amount of commercially designated land in the area by 19.7 acres (of which only 13.2 is developable). However, approximately 9.36 acres of commercially designated land will remain along Theodore Street (east side of Sketchers) and approximately 15.67 acres of commercially designated land is located along the west side of Redlands Boulevard. Additionally, a significant amount of commercially designated land is located within the Stoneridge commercial development to the west at Moreno Beach Drive. The remaining areas designated as Commercial

within the General Plan provide adequate commercial uses for residents and/or workers within the surrounding area. As such, the proposed project is consistent with the General Plan and with its goals, objectives, policies, and programs established within the Plan.

In addition to the change in the General Plan designation, the project includes a proposed General Plan amendment that includes adding new language to the Circulation Element, allowing for future development of roundabouts, in addition to signalized intersections. The following is the proposed text:

"Consider innovative design and program solutions to improve the mobility, efficiency, connectivity, and safety of the transportation system. Innovative design solutions include, but are not limited to, traffic calming devices, roundabouts, traffic circles, curb extensions, separated bicycle infrastructure, pedestrian scramble intersections, high visibility pedestrian treatments and infrastructure, and traffic signal coordination."

This language will be added to Section 5.1 of the Circulation Element, as well as new Policy 5.5.12 of Chapter 9 Goal and Objectives of the General Plan.

2. Change of Zone (PEN18-0192)

In addition to the change in the General Plan Designation, the applicant is requesting that the existing zoning classification for the easterly 19.7 acres of the project site be changed from Community Commercial (CC) to Light Industrial (LI). This is consistent with the proposed General Plan designation change to Business Park. The proposed change of zoning designation for the 19.7-acre area to LI, will allow for development of a single 768,000 square foot industrial building. Consistent with the General Plan Amendment, the total acreage for the Change of Zone is 19.7 acres, which includes 6.5 non-developable acres within the future SR-60 right-of-way.

The proposed project will reduce the amount of Community Commercial zoning in the area; however, approximately 9.36 acres of Community Commercial zoning will remain along Theodore Street (east side of Sketchers) and approximately 15.67 acres of Community Commercial is located along the west side of Redlands Boulevard. Additionally, a significant amount of Community Commercial zoning within the Stoneridge commercial development to the west at Moreno Beach Drive provides adequate commercial uses for residents and/or workers within the surrounding area. As such, the proposed project is consistent with the General Plan and with its goals, objectives, policies, and programs established within the Plan.

3. Plot Plan (PEN18-0254)

Approval of the plot plan will allow for the development of a 768,000 square foot industrial building on 36.8 gross acres. It is noted, the proposed building is currently expected to be leased to Skechers as an expansion to their existing operations located

at 29800 Eucalyptus Avenue. The general dimensions for the proposed building will be approximately 1,255 feet long (east to west) and approximately 650' wide (north to south), with a proposed 55'-0" building height. The building location will provide a minimum distance of approximately 185' at the closest point to the property line parallel to Eucalyptus Avenue and a minimum distance of approximately 215' from the property line parallel to Redlands Boulevard. The building setback areas will contain parking (employee, customers and truck trailers), 30' wide fire lanes and landscape areas to buffer the parking areas. A water feature proposed at the southwest corner of the building will enhance the northeastern corner of Redlands Boulevard and Eucalyptus Avenue. The water feature will complement the design and architecture of the complex in a similar manner to the existing water feature on the east end of the Skechers warehouse building. The design will be consistent with the design of the existing building. In addition, the applicant is proposing to construct a conveyor bridge connecting the existing Skechers building with the proposed building. The conveyor will be approximately 17' high and approximately 127' long to allow the conveyance of boxes from one building to the other.

Development of the vacant land that is immediately adjacent to, and west of the existing Skechers logistics building, will require the merger of Parcels 2 and 3 into a single lot, which will be accommodated through a future lot line adjustment.

Site

The 36.8 acre is adjacent to the northeast corner of Redlands Boulevard and Eucalyptus Avenue. The site has been rough graded in the past, is mostly vacant and contains a double loaded, paved parking lot on the easterly edge adjacent to the Skechers building, as well as a storm water basin in the southeastern portion of the site.

The area to the east of the project site contains the 1,820,000 square foot industrial logistics building that is leased to the Skechers Company. East of the Skechers building, adjacent to the northwest corner of Eucalyptus Avenue and World Logistics Center Parkway (formerly Theodore Street), is a vacant 7.2 acre site (Parcel 4) that is planned for a future retail commercial development of approximately 80,000 square feet.

Surrounding Area

The project site is bounded on the north by SR-60. Vacant land along the north side of SR-60 is zoned for Office (O) development. A vacant parcel located at the northwest corner of Redlands Boulevard and Eucalyptus Avenue is zoned for Community Commercial (CC). The Aldi's distribution center is located just west of that vacant parcel. Vacant land within the Specific Plan for the World Logistics Center is located to the south and southeast of the site. The property to the immediate southwest is mostly vacant with a few acres improved with a commercial nursery. There are single-family residential neighborhoods in the RA2 Zones, west of Redlands Boulevard on the north

and south side of Dracaea Avenue. The nearest existing single-family homes located are located over 1,500 feet to the southwest.

Overall, the proposed light industrial development will be compatible with the objectives, existing and proposed, outlined in the City's General Plan, as well as with existing and planned land uses in the immediate area.

Access/Parking

There will be two access points onto Eucalyptus Avenue: one shared access with the existing Skechers site and a smaller, two lane access approximately 630' from Redlands Boulevard. The easternmost, shared access will require the recordation of a reciprocal parking and access agreement. In addition, it is proposed that Eucalyptus Avenue will be widened to two (2) lanes on the north side and one lane on the south side of Eucalyptus Avenue. The final lane will be added to the south side of Eucalyptus Avenue when future development occurs. In addition, a raised median from the eastern property line to Redlands Boulevard will match the existing raised median to the east of the site within Eucalyptus Avenue. Site access along with traffic and circulation have been analyzed by Public Works Transportation Division as part of the updated traffic study

A total of 74 truck loading docks will be provided; some on the north and some on the south side of the proposed industrial building. On the north side, the 38 docks will be creened from SR-60 by the 20-30 foot difference in elevation from the freeway grade, down to the project site. On the south side of the building, the 36 docks will be located adjacent to Eucalyptus Avenue. This loading area will be screened from public view by a 12' high decorative wall and landscaping.

In addition to truck parking, there will be 288 parking spaces provided for employees and customers; this is one space greater than the 287 spaces required for proposed industrial and office spaces. Parking will be located on the east, west and south sides of the building. Parking lots adjacent to Redlands Boulevard and Eucalyptus Avenue will be required to have walls or berms with landscaping to screen the areas from public view.

Parking provided includes the required amounts for accessible spaces (8 spaces), low emitting fuel and/or vanpool parking (24 spaces), bicycle parking (15 spaces) and truck trailer parking (75 spaces).

The applicant's proposed project plans identify use of modern roundabouts at the intersection of Eucalyptus Avenue and Redlands Boulevard, and at the intersection of Eucalyptus Avenue and the main entrance to the proposed development. A modern roundabout is a circular intersection where traffic travels around a central island in a counter-clockwise direction. Benefits of a modern roundabout include enhanced traffic safety due to lower speeds and fewer conflict points, improved air quality due to less vehicle stopping and starting, reduced intersection maintenance costs as compared to a traffic signal, and enhanced community aesthetics. The proposed text amendment to

the General Plan is included to ensure that the implementation of the roundabouts is clearly consistent with established goals and objectives for an effective and efficient circulation system.

Design/Landscaping

As indicated previously, the site's elevation will be approximately 20 to 30 feet below the current elevation of SR-60, therefore, the height and mass of the building will be partially screened from traffic on SR-60 as well as from southbound traffic on Redlands Boulevard.

Site design of the proposed industrial building is consistent with the City Municipal Code. The landscaping and architecture design have been found to be compatible with the Skechers building to the east of the site. The site will include a water feature at the west end of the new 768,000 square foot building, near the northeast corner of Redlands Boulevard and Eucalyptus Avenue. Views from public rights of way will also be enhanced by trees, shrubs and ground covers in the median of Eucalyptus Avenue, parkways and wide landscaped setback areas along Redlands Boulevard and surrounding the entire site. Loading bays and storage areas will be screened to minimize visual impacts. The building exceeds setback requirements established within the Municipal Code that will aid in softening the scale and massing of the proposed building to the surrounding public rights of way.

The architectural design concepts shown for the proposed building includes a modern architecture design with individual tilt-up panels that angle out and up to provide shadowing and visual interest. Primary elevations on the south and west sides of the building include glass and metal features in addition to the concrete tilt-up wall materials. Roof top equipment will be screened from public view by the building parapet walls.

The Plot Plan application includes conceptual building elevations and conceptual landscape plans for the proposed development. To ensure these objectives are achieved the applicant will be required to develop final architectural plans for the building demonstrating color, materials, scale and massing are consistent with the concept plans and compatible with the existing architecture of the adjacent Skechers building. Landscape design and materials will be required to continue the street landscaping along Eucalyptus Avenue as well as with compatible plants and trees along Redlands Boulevard. Conditions of approval have been included within the approval documents for the project that will require submittal and approval of landscape and irrigation plans as well as architectural plans prior to issuance of building permits.

REVIEW PROCESS

In accordance with established procedures, the project application materials were circulated for review by appropriate City Departments and Divisions, as well as

required outside agencies. Staff met with the applicant during Project Review Staff Committee meetings as well as additional meetings and conference calls to discuss various project components such as site design, architecture, environmental, traffic, circulation and the design of traffic circles or roundabouts until all issues were appropriately resolved prior to the Planning Commission consideration.

ENVIRONMENTAL

The HFCP project was subject to an Environmental Impact Report that was certified by the City Council in February 2009, State Clearinghouse No. 2007101132. Subsequently, an Addendum to the EIR was prepared in accordance with the provisions of the California Environmental Quality Act (CEQA) as well as the State CEQA Guidelines.

CEQA Guidelines 15164(a) allows the lead agency to prepare an Addendum to a previously certified EIR if some changes to a project are necessary but such changes will not result in any new impacts or more severe impacts than those disclosed in the certified EIR.

Kimley-Horn and Associates, Inc., prepared an Initial Study and an Addendum to the EIR, and prepared or coordinated the preparation of various technical studies as part of that analysis. The studies included air quality and greenhouse gas studies, a biological resources assessment, a cultural resources assessment and records search, a traffic study memorandum, EMWD water supply memorandum and a roundabout analysis memorandum. The conclusion of the studies as reflected in the Addendum is that there are no new potentially significant impacts associated with the proposed project and therefore, no new and/or refined mitigation measures are required. The Mitigation Monitoring Program has been updated to ensure that the original mitigation measures from the EIR are implemented.

Based on City's independent review of the environmental documentation prepared for the project, the project will not result in a significant impact on the environment as defined in CEQA Guidelines Section15382. The City has determined that the proposed revisions to the previously approved HFCP project, specifically, the replacement of the unrealized 120,000 square feet of retail development and 600,000 square feet of industrial space with a newly proposed single 767,886 square foot industrial building, along with the GPA and Change of Zone needed, will not result in any new significant impacts and therefore the project qualifies for use of an Addendum.

NOTIFICATION

Public notice was sent to all property owners of record within 300' of the project. The public hearing notice for this project was also posted on the project site and published in the local newspaper.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission take the following actions:

A. APPROVE Resolution No. 2019-17 and thereby RECOMMEND that the City Council:

   1. CERTIFY that the Addendum, prepared for Plot Plan (PEN18-0254), General Plan Amendment (PEN18-0191), and Change of Zone (PEN18-0192), to the previously adopted Highland Fairview Corporate Park Environmental Impact Report is on file with the Community Development Department; that the Addendum has been completed in compliance with the California Environmental Quality Act, that the Planning Commission reviewed and considered the information contained in the Addendum, and that the document reflects the City's independent judgment and analysis; attached to Resolution No. 2019-17 as Exhibit A; and

   2. APPROVE the Mitigation Monitoring Program prepared for Plot Plan PEN18-0254, attached to Resolution No. 2019-17 as Exhibit B.

B. APPROVE Resolution No. 2019-18, and thereby RECOMMEND the City Council:

   1. APPROVE General Plan Amendment application PEN18-0191 based on the findings contained in the resolution, and as shown on Exhibit A attached to Resolution No. 2019-18.

C. APPROVE Resolution No. 2019-19, and thereby RECOMMEND the City Council:

   1. APPROVE Zone Change application PEN18-0192, based on the findings contained in the resolution, and as shown on Exhibit A attached to Resolution No. 2019-19.

D. APPROVE Resolution No 2019-20, and thereby RECOMMEND that the City Council:

   1. APPROVE Plot Plan application PEN18-0254, based on the findings contained in the resolution and subject to the conditions of approval included as Exhibit A to Resolution No. 2019-20.

Prepared by:
Jeff Zwack
Planning Consultant

Approved by:
Patty Nevins
Planning Official

ATTACHMENTS

1. 300' Site Noitce
2. Resolution 2019-17 Addendum and MMRP PEN18-0192
3. Exhibit A EIR Addendum to Resolution 2019-17
4. Exhibit B Revised Mitigation Monitoring Report and Program (MMRP) to Resolution 2019-17
5. Resolution 2019-18 GPA for PEN18-0191
6. Exhibit A Proposed General Plan Map to Resolution 2019-18
7. Exhibit B Amended Language to Circulation Element Resolution 2019-18 PEN18-0191
8. Resolution 2019-19- Zone Change PEN18-0192
9. Exhibit A Zoning Map to Resolution 2019-19
10. Resolution 2019-20 - HFV Plot Plan PEN18-0254
11. Exhibit A Conditions of Approval to Resolution 2019-20 Plot Plan
12. Site Plan
13. Concept Landscape Plan
14. Concept Building Elevations

Notice of PUBLIC HEARING

This may affect your property. Please read.

Notice is hereby given that a Public Hearing will be held by the Planning Commission of the City of Moreno Valley on the following item(s):

PROJECT:
PEN18-0191 – General Plan Amendment
PEN18-0192 – Change of Zone
PEN18-0193 – EIR Addendum
PEN18-0254 –Plot Plan for a 768,000 square foot industrial building

APPLICANT/OWNER: Highland Fairview /HF Logistics-SKX T2 LLC, and Highland Fairview Partners V

REPRESENTATIVE: Patrick Revere

LOCATION: Northeast corner of Redlands Boulevard and Eucalyptus Avenue

PROPOSAL: The Project consists of a Plot Plan for the construction of an approximately 768,000 square foot industrial building on 35.5 acres in conjunction with a modification to the westerly 13.2-acres to amend the General Plan land use designation from Commercial to Business Park; and the Zoning designation from Community Commercial to Light Industrial. The proposed building will connect to the existing Skechers warehouse building by an elevated conveyor bridge which is approximately 127 feet long. A revision to the text of the General Plan Circulation Element is also proposed to include language considering innovative design and program solutions to improve the mobility, efficiency, connectivity, and safety of the transportation system by amending Section 5.1 of the Circulation Element of the General Plan and adding a new Policy, 5.5.12 to Chapter 9, Goals and Objectives.

ENVIRONMENTAL DETERMINATION: An Addendum has been prepared pursuant to the California Environmental Quality Act (CEQA) Guidelines. The findings made in the Addendum are consistent with the findings made in the previously prepared Initial Study and certified Final Environmental Impact Report, State Clearinghouse No. 2007101132, for the Highland Fairview Corporate Park project.
COUNCIL DISTRICT: 3

Any person interested in any listed proposal can contact the Community Development Department Planning Division, at 14177 Frederick St., Moreno Valley, California, during normal business hours (7:30 a.m. to 5:30 p.m., Monday through Thursday and Fridays from 7:30 a.m. to 4:30 p.m.), or may telephone (951) 413-3206 for further information. The associated documents will be available for public inspection at the above address.

In the case of Public Hearing items, any person may also appear and be heard in support of or opposition to the project or recommendation of adoption of the Environmental Determination at the time of the Hearing.

The Planning Commission, at the Hearing or during deliberations, could approve changes to the proposal

If you challenge any of these items in court, you may be limited to raising only those items you or someone else raised at the Public Hearing described in this notice, or in written correspondence delivered to the Planning Commission at, or prior to, the Public Hearing.

PLEASE SEE REVERSE SIDE FOR PROJECT LOCATION

PLANNING COMMISSION HEARING

City Council Chamber, City Hall
14177 Frederick Street
Moreno Valley, Calif. 92553

DATE AND TIME: March 28, 2019 at 7 PM
CONTACT PLANNER: Jeff Zwack
PHONE: (951) 413-3201

Upon request and in compliance with the Americans with Disabilities Act of 1990, any person with a disability who requires a modification or accommodation in order to participate in a meeting should direct such request to Guy Pegan, ADA Coordinator, at 951.413.3120 at least 48 hours before the meeting. The 48-hour notification will enable the City to make reasonable arrangements to ensure accessibility to this meeting.

Attachment: 300' Site Noitce (3493 : Highland Fairview GPA, Change of Zone, Plot Plan, Addendum to EIR)

PROJECT LOCATION

PLANNING COMMISSION HEARING

City Council Chamber, City Hall
14177 Frederick Street
Moreno Valley, Calif. 92553

DATE AND TIME: March 28, 2019 at 7 PM
CONTACT PLANNER: Jeff Zwack
PHONE: (951) 413-3201

PLANNING COMMISSION RESOLUTION NO. 2019-17

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MORENO VALLEY RECOMMENDING THAT THE CITY COUNCIL CERTIFY THE ADDENDUM AND APPROVE THE MITIGATION MONITORING AND REPORTING PROGRAM PREPARED FOR THE AMENDED HIGHLAND FAIRVIEW CORPORATE PARK PROJECT LOCATED AT THE NORTHEAST CORNER OF REDLANDS BOULEVARD AND EUCALYPTUS AVENUE

WHEREAS, the applicant, Highland Fairview, filed applications for the Highland Fairview Project ("Project"), which proposes to amend the original Highland Fairview Corporate Park project. Current applications include Expanded Environmental application (Addendum) PEN18-0193, General Plan Amendment application PEN18-0191, Zone Change application PEN18-0192, and Plot Plan application PEN18-0254. The Project shall not be approved unless the Addendum (PEN18-0193) is certified and approved; and

WHEREAS, the applications for the Project have been evaluated in accordance with established City of Moreno Valley (City) procedures, and with consideration of the General Plan and other applicable regulations; and

WHEREAS, the Project is located at the northeast corner of Redlands Boulevard and Eucalyptus Avenue; and

WHEREAS, an Environmental Impact Report for the Highland Fairview Corporate Park was originally certified by the City in February, 2009; and

WHEREAS, an Initial Study, supporting technical studies, and Addendum to the previously approved Highland Fairview Corporate Park Environmental Impact Report were prepared, consistent with the California Environmental Quality Act (CEQA); and

WHEREAS, the City, in conducting its own independent analysis of the Addendum, determined that there is substantial evidence that demonstrates the Project with design features and compliance with previously adopted mitigation measures would not result in any significant environmental impacts; and

WHEREAS, the City has evaluated this project against the Settlement Agreement dated January 7, 2010 and determined that it is consistent with the terms of the Agreement and will not result in a significant impact on the environment as defined in CEQA Guidelines Section 15382; and

WHEREAS, a Mitigation Monitoring and Reporting Program (MMRP) has been prepared in accordance with CEQA Guidelines, and is designed to ensure compliance with the identified mitigation measures outlined in the Highland Fairview Corporate Park Plan Environmental Impact Report through Project implementation; and

WHEREAS, The City of Moreno Valley, Community Development Department, located at 14177 Frederick Street, Moreno Valley, California 92552 is the custodian of documents and other materials that constitute the record of proceedings upon which the decision to certify the Addendum is based; and

WHEREAS, the Planning Commission of the City of Moreno Valley considered the Project, including all environmental documentation, at a public hearing held on March 28, 2019; and

WHEREAS, all legal prerequisites to the adoption of this Resolution have occurred; and

WHEREAS, the Planning Commission considered the Addendum prepared for the Project for the purpose of compliance with the California Environmental Quality Act (CEQA). Based on the Addendum including all supporting technical evidence, it was determined that the project impacts are expected to remain less than significant with implementation of project design features and compliance with mitigation measures outlined in the Highland Fairview Corporate Park Plan Environmental Impact Report, and therefore, certification of an Addendum is an appropriate action for the Project.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF MORENO VALLEY, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

A. This Planning Commission specifically finds that all of the facts set forth above in this Resolution are true and correct.

B. Based upon substantial evidence presented to this Planning Commission during the above-referenced meeting on March 28, 2019, including written and oral staff reports, and the record from the public hearing, this Planning Commission finds as follows:

1. Independent Judgment and Analysis - City staff coordinated the preparation of the Addendum and related technical studies with Carlson Strategic Land Solutions for the Highland Fairview Corporate Park project. The Addendum has been completed along with the Mitigation Monitoring and Reporting Program (MMRP) to ensure compliance with all mitigation through project implementation. All environmental documents that comprise the Addendum, including all technical studies, were independently reviewed by the City. On the basis of the whole record, there is no substantial evidence that the Project as designed, conditioned and mitigated, will have a significant effect on the environment. The Addendum was prepared and completed in accordance with the CEQA Guidelines reflects the independent judgment and analysis of the City.

BE IT FURTHER RESOLVED that the Planning Commission HEREBY APPROVES Resolution No. 2019-17 and recommends that the City Council:

1. CERTIFY that the Addendum to the previously adopted Highland Fairview Corporate Park Environmental Impact Report prepared originally for Plot Plan PA07-0090, and recently updated for the current Plot Plan PEN18-0254, on file with the Community Development Department, incorporated herein by this reference, has been completed in compliance with the California Environmental Quality Act, that the Planning Commission reviewed and considered the information contained in the Addendum and that the document reflects the City's independent judgment and analysis; attached hereto as Exhibit A and

2. APPROVES the Mitigation Monitoring Program prepared for Plot Plan PEN18-0254, attached hereto as Exhibit B.

APPROVED AND ADOPTED this 28th day of March 2019.

_____
Jeffrey Barnes
Chair, Planning Commission

ATTEST:

_____
Patty Nevins, Planning Official
Secretary to the Planning Commission

APPROVED AS TO FORM:

_____
City Attorney

Attachments

Exhibit A: Addendum
Exhibit B: Mitigation Monitoring and Reporting Program (MMRP)

DEVELOPMENT OF PARCELS 2 AND 3 OF PARCEL MAP 35629

- GENERAL PLAN AMENDMENT NO. PEN18-0191
- ZONE CHANGE NO. PEN18-0192
- EXPANDED ENVIRONMENTAL REVIEW NO. PEN18-0193
- PLOT PLAN NO. PEN18-0254

ADDENDUM TO THE HIGHLAND FAIRVIEW CORPORATE PARK FINAL ENVIRONMENTAL IMPACT REPORT

STATE CLEARINGHOUSE #2007101132

Prepared For:

City of Moreno Valley
14177 Frederick Street
Moreno Valley, CA 92552

Prepared By:

Kimley-Horn and Associates, Inc.
3880 Lemon Street, Suite 420
Riverside, CA 92501

March 2019

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LIST OF APPENDICES

1 PURPOSE OF THE ADDENDUM

This Addendum has been prepared in accordance with the provisions of the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] §§21000 et seq.); the State CEQA Guidelines (Title 14, California Code of Regulations [CCR] §§15000 et seq.); and the rules, regulations, and procedures for implementing CEQA as set forth by the City of Moreno Valley.

CEQA Guidelines §15164(a) states that "the lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred." Pursuant to §15162(a) of the State CEQA Guidelines, a subsequent EIR or Negative Declaration is only required when:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, or the negative declaration was adopted, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

The City of Moreno Valley (City) is the lead agency under the California Environmental Quality Act (CEQA). In February 2009, the City certified the Final Environmental Impact Report (HFCP Final EIR) for the Highland Fairview Corporate Park PA07-0088 (CZ), PA07-0089 (GPA), PA07-0090 (TPM 35629), and PA07-0091 (PP). The environmental impacts of the Highland Fairview Corporate Park (HFCP) are addressed in the HFCP Final EIR, State Clearinghouse (SCH) No. 2007101132, in compliance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines. The approved HFCP Project included the construction of a corporate park in three phases that is comprised of a 1,820,000-square foot logistics building in Phase 1 (Phase I has since been developed and is leased to Skechers as a logistics building); a

second 600,000 square foot logistics building and an 80,000 square foot retail center in Phase 2; and a 120,000 square foot retail center in Phase 3. Phases 2 and 3 have not yet been developed. The development required the creation of separate parcels through the subdivision of the property (Parcel Map 35629), zoning modification to accommodate the intended building configuration, a General Plan Amendment to widen the commercial area on the west side of the HFCP project site, a reduction of the commercial area on the east, an amendment of the Master Plan of Trails, and the approval of a Plot Plan. The existing approved land uses for each parcel are shown in **Exhibit 4, Highland Fairview Corporate Park Land Plan (Current)**.

The City of Moreno Valley has received an application to process a Change of Zone (ZC) and a General Plan Amendment (GPA) on Parcel 3 located within the boundaries of the Highland Fairview Corporate Park. The Proposed Project also includes a Plot Plan for a proposed 767,960SF logistics building, occupying portions of Parcels 2 and 3. The GPA/ZC application indicated "up to" 800,000 SF of logistics uses. The Plot Plan submittal is more detailed (see **Exhibit 6, Site Plan**), and shows a slightly smaller total square footage than assumed in the GPA/ZC application (767,960SF compared to 800,000 SF). For purposes of the Addendum, the Addendum will utilize 800,000 SF for impact analysis and comparisons, and impacts identified in the HFCP Final EIR and the specific Plot Plan submittal for a more detailed discussion of aesthetics, parking, utilities and related project-level issues. The `logistics building to be constructed and operated in the Parcels will be referred to as the "Proposed Project" in this Addendum. Refer to **Section 2.2**, below for additional information.

Truck Traffic Restrictions on Redlands Boulevard: The Proposed Project will be consistent with an existing settlement agreement related to the HFCP project approval, whereby the City and Highland Fairview agreed to limit "large truck" traffic on Redlands Boulevard (this is discussed further in **Section 4.16, Transportation/Traffic** of this Addendum).

Roundabouts Consistent with the City General Plan: The Proposed Project includes two roundabouts at locations along the Proposed Project frontage. To the extent required for General Plan consistency, the Proposed Project may include modifications to one or more General Plan Circulation Element policies to more clearly allow for roundabouts as an acceptable method to satisfy General Plan Circulation Element objectives including Objective 5.5.2 (this is discussed further in **Section 4.16, Transportation/Traffic** of this Addendum). Potential language that may be included in the GPA, to replace Objective 5.5.2 includes:

> *"Consider innovative design and program solutions to improve the mobility, efficiency, connectivity, and safety of the transportation system. Innovative design solutions include, but are not limited to, traffic calming devices, roundabouts, traffic circles, curb extensions, separated bicycle infrastructure, pedestrian scramble intersections, high visibility pedestrian treatments and infrastructure, and traffic signal coordination"*

The purpose of this Addendum is to analyze any potential differences between the impacts identified in the HFCP Final EIR and those that would be associated with the Proposed Project. Pursuant to provisions of CEQA and State CEQA Guidelines, the City is the Lead Agency charged with the responsibility of deciding whether to approve development within the Highland Fairview Corporate Park. As part of its decision-making process, the City is required to review and consider whether the Proposed Project would create new significant impacts or significant impacts that would be substantially more severe than those disclosed in the HFCP Final EIR. Additional CEQA review beyond this Addendum would only be triggered if the Proposed Project created new significant impacts or impacts that are more severe than those disclosed in the HFCP Final EIR. To use an Addendum as the appropriate CEQA document for the Proposed Project, the City must find that major

revisions to the HFCP Final EIR are not necessary and that none of the conditions described in State CEQA Guidelines §15162 calling for the preparation of a subsequent EIR has occurred.

As detailed herein, the Proposed Project would result in no new significant impacts that were not analyzed in the HFCP Final EIR, nor would it cause a substantial increase in the severity of any previously identified environmental impacts. The potential impacts associated with the Proposed Project would either be the same or less than those described in the HFCP Final EIR. In addition, there are no substantial changes to the circumstances under which the Proposed Project would be undertaken that would result in new or more severe environmental impacts than previously addressed in the HFCP Final EIR, nor has any new information regarding the potential for new or more severe significant environmental impacts been identified. Therefore, in accordance with §15164 of the State CEQA Guidelines, this Addendum to the previously certified HFCP Final EIR is the appropriate environmental documentation for the Proposed Project. In taking action on any of the approvals, the decision-making body must consider the whole of the data presented in the HFCP Final EIR and the previously adopted Mitigation Monitoring and Reporting Program (MMRP), as augmented by this Addendum.

2 DESCRIPTION OF PROPOSED PROJECT

2.1 Proposed Project Location and Setting of the Proposed Project

Parcels 2 and 3 are a part of the site of the Highland Fairview Corporate Park (HFCP) which is located in the Rancho Belago area of the City of Moreno Valley in the County of Riverside. The Highland Fairview Corporate Park site is bounded by State Route (SR) 60 to the north, Eucalyptus Avenue on the south, Redlands Boulevard on the west, and World Logistics Center Parkway (formerly Theodore Street) on the east; refer to **Exhibit 1, Regional Location** and **Exhibit 2, Proposed Project Vicinity**. The Skechers warehouse is located directly east of Parcels 2 and 3. Parcels 2 and 3 are currently vacant and are disked and disturbed; refer to **Exhibit 3, Proposed Project Site**. The eastern portion of Parcel 3 contains a truck parking lot currently used by the Skechers facility. The parking lot consists of a compacted aggregate base.

Within the general vicinity of Parcels 2 and 3, surrounding land is largely vacant and is currently used for dryland farming. There are isolated residences approximately 0.25 miles to the southeast, and to the southwest approximately 0.5 miles there is a housing tract. Directly south of Parcels 2 and 3 is vacant undeveloped farmland, beyond which there are three residential structures. Approximately 2.2 miles to the southeast exists a natural gas industrial facility owned and operated by San Diego Gas & Electric. Northeast of the facility, across World Logistics Center Parkway, are more residential structures. Dryland farming activities occur east of Parcels 2 and 3 across World Logistics Center Parkway. Land to the south of Parcels 2 and 3 has been planned and zoned for the World Logistics Center.

The Proposed Project site is currently comprised of two parcels, identified as Parcel 2 and Parcel 3 of Parcel Map 35629 in the Highland Fairview Corporate Park Land Plan. Parcel 2 has a General Plan Designation of Business Park, and a Zoning Designation of Light Industrial. Parcel 3 has a General Plan Designation of Commercial, and a Zoning Designation of Community Commercial; refer to **Exhibit 4, Highland Fairview Corporate Park Land Plan (Current)**. Parcel 2 contains 22.3 gross acres with an allowable building area of 600,00 square feet of industrial uses. Parcel 3 contains 13.2 gross acres with an allowable building area of 120,000 square feet of commercial uses. Parcel 2 was originally contemplated as part of Phase 2, and Parcel 3 was originally contemplated as part of Phase 3 of the Highland Fairview Corporate Park. Parcels 2 and 3 are now proposed for development of a single logistics building, described further below.

2.2 Proposed Project Description

The Proposed Project consists of a General Plan Amendment for Parcel 3 from Commercial to Business Park and a Change of Zone for Parcel 3 from Community Commercial to Light Industrial; refer to **Exhibit 5, Proposed Zoning and General Plan Designations**. These changes are intended to allow for the development of a logistics facility of up to 800,000 square feet to be constructed to support the expanding operations of the existing logistics facility on Parcel 1 (building occupied by Skechers). It is anticipated that the use of the building would be similar in nature to the existing Skechers building located directly east of Parcels 2 and 3. Finally, the Proposed Project includes a Plot Plan for City review, which indicates a single logistics building of approximately 767,960 SF, which is consistent with the proposed General Plan Amendment and Zone Change request described above. The Plot Plan submittal includes a proposed Site Plan (**Exhibit 6, Site Plan**[1]) and

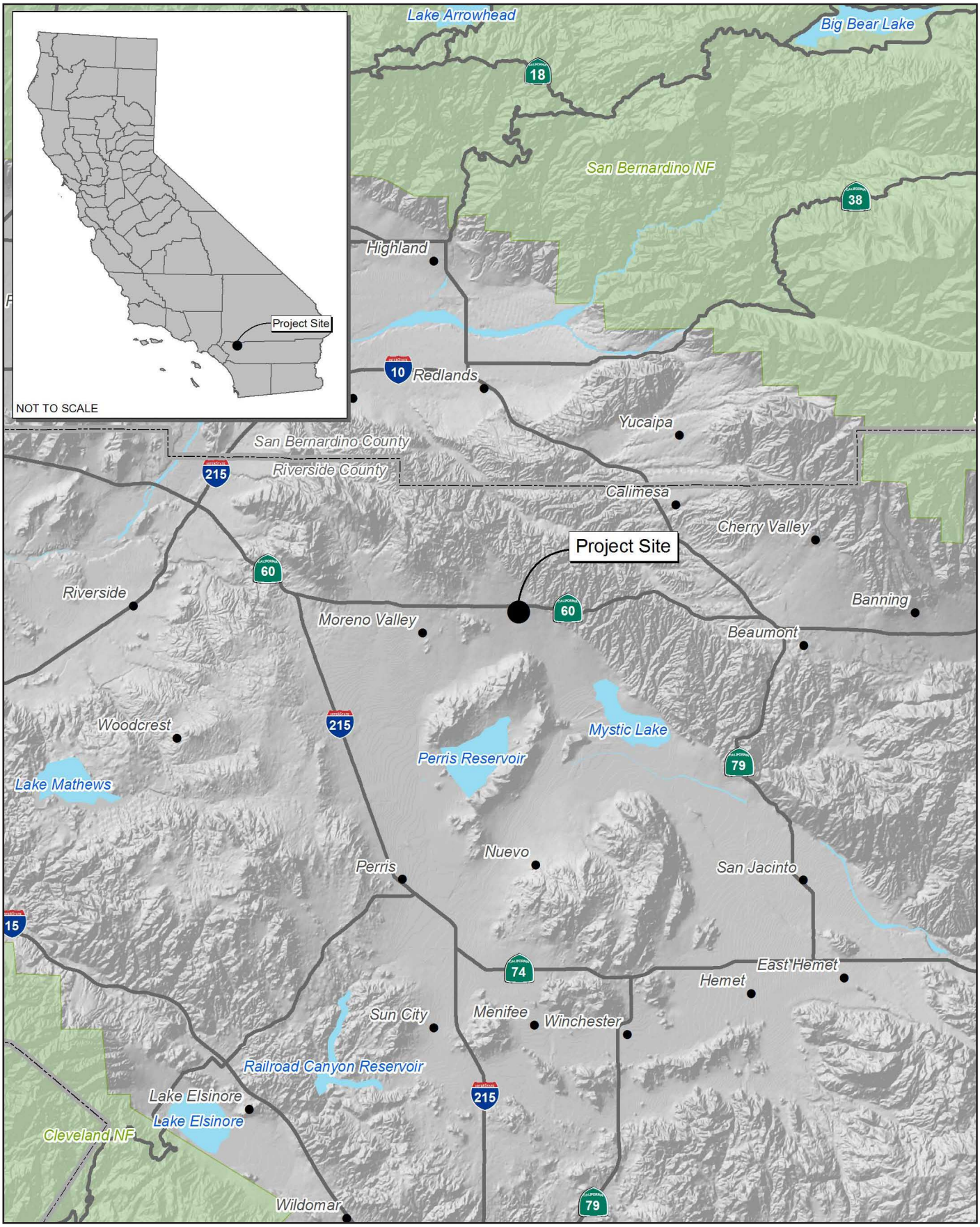
[1] Note that the Site Plan shows two roundabouts on Eucalyptus. These would only be constructed as part of the future Redlands Boulevard improvements or future projects south of the Proposed Project. The applicant would initially construct interim improvements, which would be reviewed as part of the City's typical development review process.

related exhibits, including a Preliminary Grading Plan, Preliminary Utility Plan, and proposed building elevations (available for review at City offices).

2.3 Proposed Project Approvals

The City of Moreno Valley is the Lead Agency as set forth in CEQA Guidelines §15102 and is responsible for reviewing and approving the Addendum to the HFCP Final EIR. The City will consider the following discretionary approvals for the development of Parcels 2 and 3 of Parcel Map 35629:

- General Plan Amendment (for the land use change from Commercial to Light Industrial on Parcel 3)
- General Plan Amendment (if determined necessary by the City Council, to clarify that roundabouts are an acceptable means of achieving Circulation Element Objectives including Objective 5.5.2)
- Change of Zone (for change in zone from Commercial to Light Industrial on Parcel 3)
- Plot Plan



Source: Census 2000 Data, The CaSIL, MBA GIS 2007.

EXHIBIT 1: Regional Location
Highland Fairview Corporate Park Addendum EIR
Parcels 2 and 3 of Tentative Parcel Map 35629 Project

Not to scale

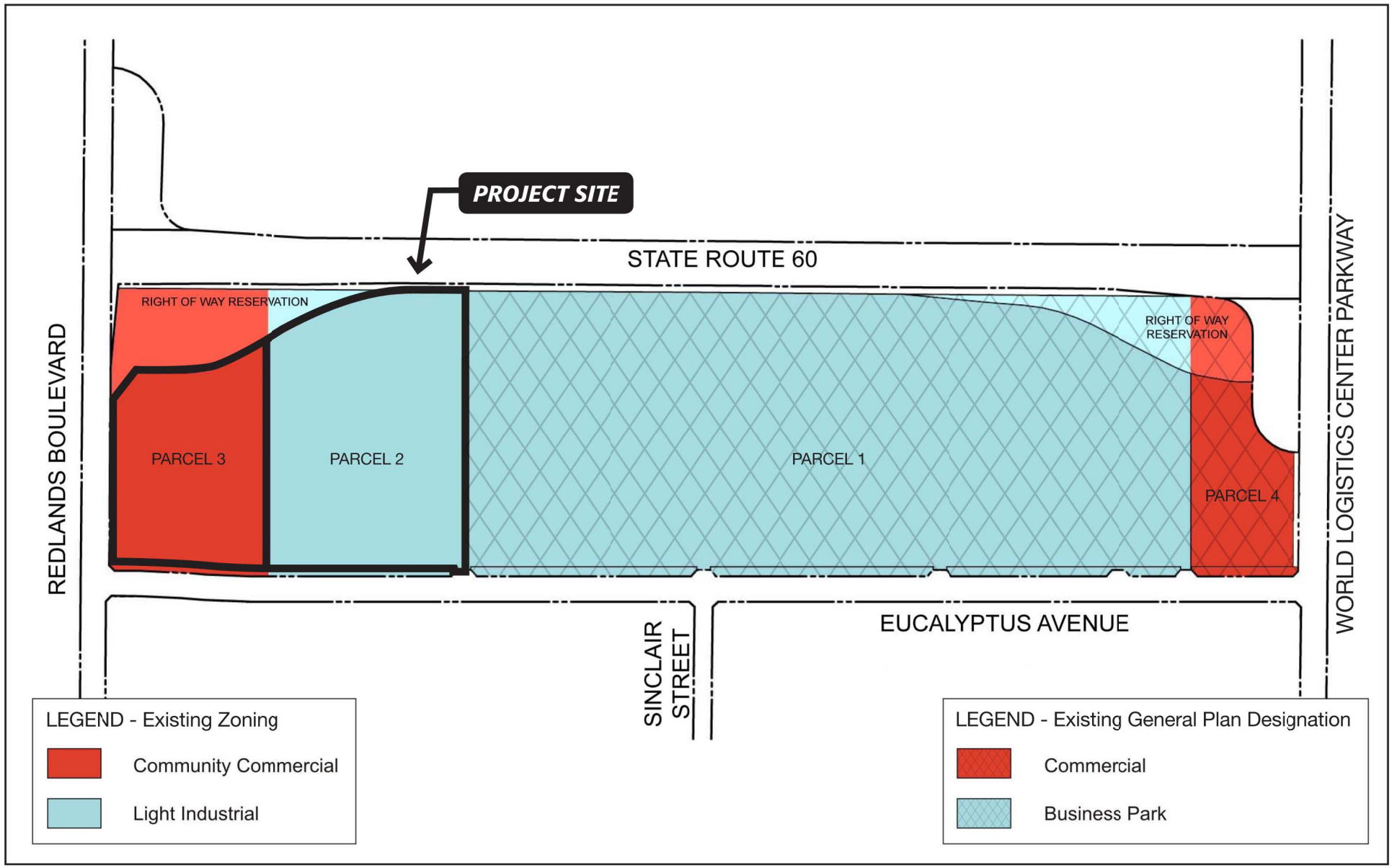
Kimley»Horn

Source: Inland Aerial Surveys, Inc. (Flown January 11th, 2008)

EXHIBIT 2: Proposed Project Vicinity Map
Highland Fairview Corporate Park Addendum EIR
Parcels 2 and 3 of Tentative Parcel Map 35629 Project

Not to scale

Kimley»Horn

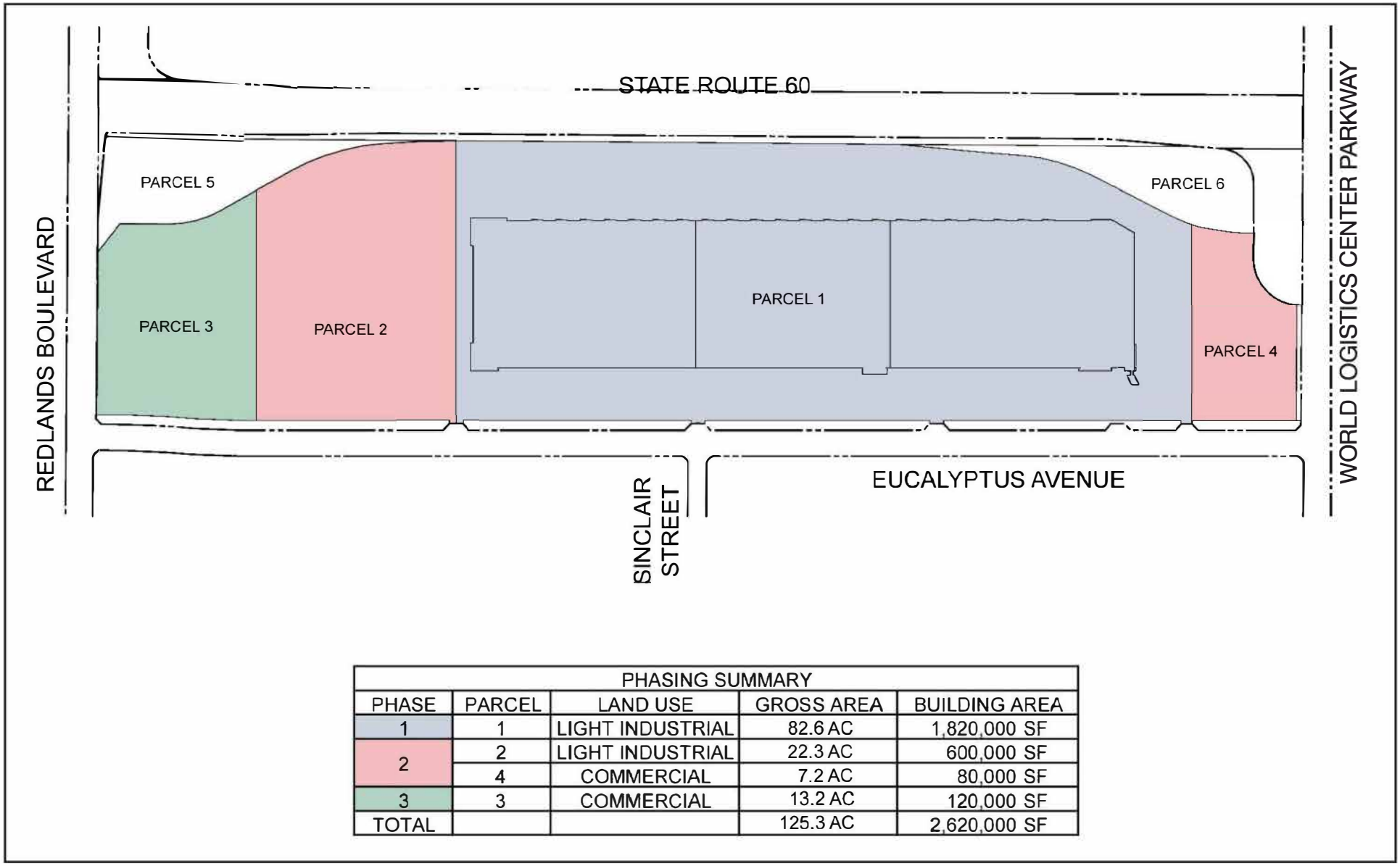


Source: RBF Consulting, January 2008.

EXHIBIT 3: Proposed Project Site
Highland Fairview Corporate Park Addendum EIR
Parcels 2 and 3 of Tentative Parcel Map 35629 Project

Not to scale

Kimley»Horn



PHASING SUMMARY				
PHASE	PARCEL	LAND USE	GROSS AREA	BUILDING AREA
1	1	LIGHT INDUSTRIAL	82.6 AC	1,820,000 SF
2	2	LIGHT INDUSTRIAL	22.3 AC	600,000 SF
	4	COMMERCIAL	7.2 AC	80,000 SF
3	3	COMMERCIAL	13.2 AC	120,000 SF
TOTAL			125.3 AC	2,620,000 SF

Source: RBF Consulting, January 2008.

EXHIBIT 4: Highland Fairview Corporate Park Land Plan (Current)
Highland Fairview Corporate Park Addendum EIR
Parcels 2 and 3 of Tentative Parcel Map 35629 Project

Not to scale

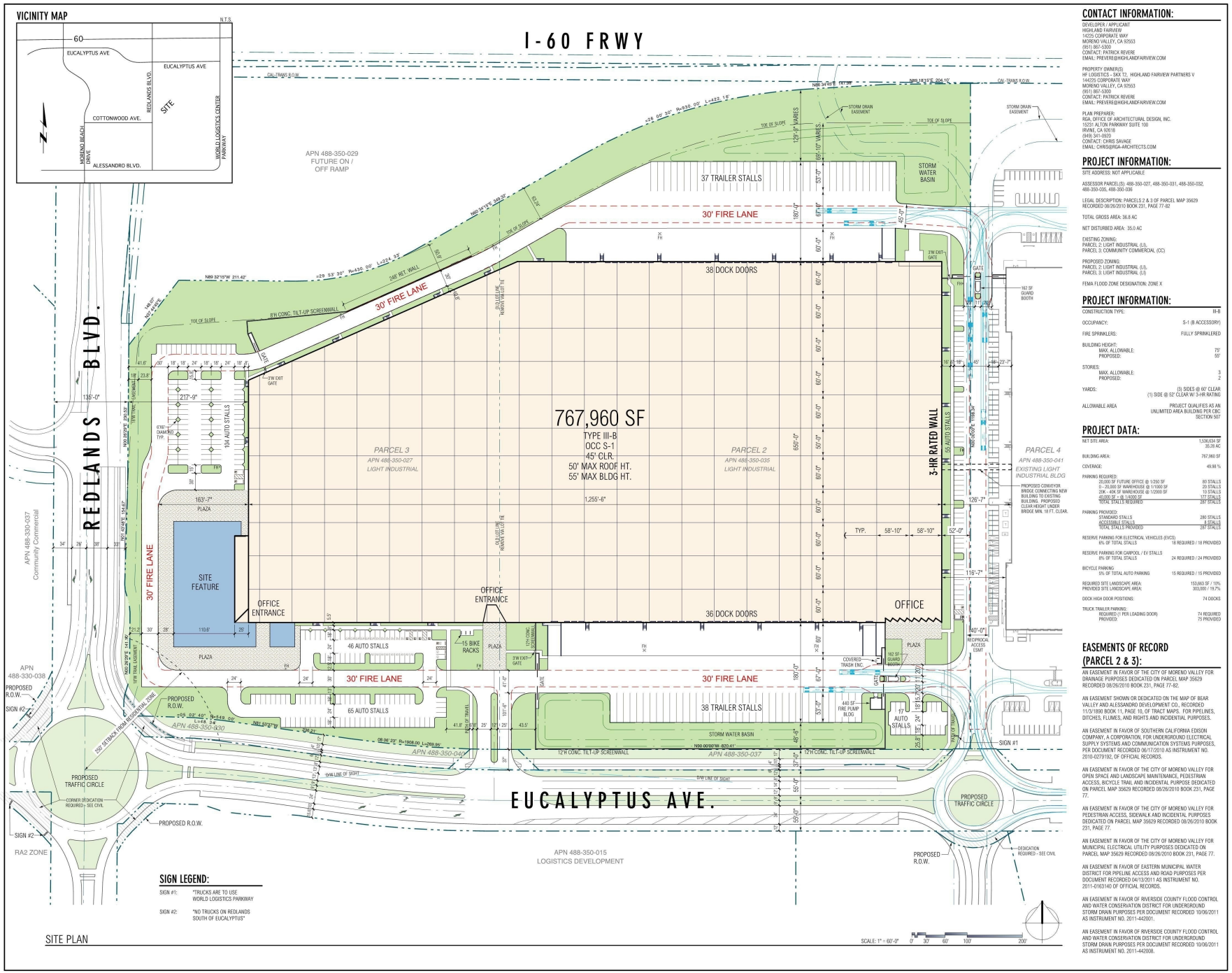
Kimley»Horn

EXHIBIT 5: Proposed Zoning and General Plan Designations

Highland Fairview Corporate Park Addendum EIR

Parcels 2 and 3 of Tentative Parcel Map 35629 Project

Kimley»Horn



CONTACT INFORMATION:

DEVELOPER / APPLICANT
HIGHLAND FAIRVIEW
14225 CORPORATE WAY
MORENO VALLEY, CA 92553
(951) 867-5300
CONTACT: PATRICK REVERE
EMAIL: PREVERE@HIGHLANDFAIRVIEW.COM

PROPERTY OWNER(S)
HF LOGISTICS - SKX 72, HIGHLAND FAIRVIEW PARTNERS V
14225 CORPORATE WAY
MORENO VALLEY, CA 92553
(951) 867-5300
CONTACT: PATRICK REVERE
EMAIL: PREVERE@HIGHLANDFAIRVIEW.COM

PLAN PREPARER:
RGA, OFFICE OF ARCHITECTURAL DESIGN, INC.
15231 ALTON PARKWAY SUITE 100
IRVINE, CA 92618
(949) 341-0920
CONTACT: CHRIS SAVAGE
EMAIL: CHRIS@RGA-ARCHITECTS.COM

PROJECT INFORMATION:

SITE ADDRESS: NOT APPLICABLE

ASSESSOR PARCEL(S): 488-350-027, 488-350-031, 488-350-032, 488-350-035, 488-350-036

LEGAL DESCRIPTION: PARCELS 2 & 3 OF PARCEL MAP 35629 RECORDED 08/26/2010 BOOK 231, PAGE 77-82

TOTAL GROSS AREA: 36.8 AC

NET DISTURBED AREA: 35.0 AC

EXISTING ZONING:
PARCEL 2: LIGHT INDUSTRIAL (LI),
PARCEL 3: COMMUNITY COMMERCIAL (CC)

PROPOSED ZONING:
PARCEL 2: LIGHT INDUSTRIAL (LI),
PARCEL 3: LIGHT INDUSTRIAL (LI)

FEMA FLOOD ZONE DESIGNATION: ZONE X

PROJECT INFORMATION:

CONSTRUCTION TYPE:	III-B
OCCUPANCY:	S-1 (B ACCESSORY)
FIRE SPRINKLERS:	FULLY SPRINKLERED
BUILDING HEIGHT: MAX. ALLOWABLE:	75'
BUILDING HEIGHT: PROPOSED:	55'
STORIES: MAX. ALLOWABLE:	3
STORIES: PROPOSED:	2
YARDS:	(3) SIDES @ 60' CLEAR (1) SIDE @ 52' CLEAR W/ 3-HR RATING
ALLOWABLE AREA	PROJECT QUALIFIES AS AN UNLIMITED AREA BUILDING PER CBC SECTION 507

PROJECT DATA:

NET SITE AREA:	1,536,634 SF 35.28 AC
BUILDING AREA:	767,960 SF
COVERAGE:	49.98 %
PARKING REQUIRED:	
20,000 SF FUTURE OFFICE @ 1/250 SF	80 STALLS
0 - 20,000 SF WAREHOUSE @ 1/1000 SF	20 STALLS
20K - 40K SF WAREHOUSE @ 1/2000 SF	10 STALLS
40,000 SF +@ 1/4000 SF	177 STALLS
TOTAL STALLS REQUIRED:	287 STALLS
PARKING PROVIDED:	
STANDARD STALLS	280 STALLS
ACCESSIBLE STALLS	8 STALLS
TOTAL STALLS PROVIDED:	287 STALLS
RESERVE PARKING FOR ELECTRICAL VEHICLES (EVCS): 6% OF TOTAL STALLS	18 REQUIRED / 18 PROVIDED
RESERVE PARKING FOR CARPOOL / EV STALLS 8% OF TOTAL STALLS	24 REQUIRED / 24 PROVIDED
BICYCLE PARKING: 5% OF TOTAL AUTO PARKING	15 REQUIRED / 15 PROVIDED
REQUIRED SITE LANDSCAPE AREA:	153,663 SF / 10%
PROVIDED SITE LANDSCAPE AREA:	303,000 / 19.7%
DOCK HIGH DOOR POSITIONS:	74 DOCKS
TRUCK TRAILER PARKING: REQUIRED (1 PER LOADING DOOR)	74 REQUIRED
PROVIDED:	75 PROVIDED

EASEMENTS OF RECORD (PARCEL 2 & 3):

AN EASEMENT IN FAVOR OF THE CITY OF MORENO VALLEY FOR DRAINAGE PURPOSES DEDICATED ON PARCEL MAP 35629 RECORDED 08/26/2010 BOOK 231, PAGE 77-82.

AN EASEMENT SHOWN OR DEDICATED ON THE MAP OF BEAR VALLEY AND ALESSANDRO DEVELOPMENT CO., RECORDED 11/3/1909 BOOK 11, PAGE 10, OF TRACT MAPS. FOR PIPELINES, DITCHES, FLUMES, AND RIGHTS AND INCIDENTAL PURPOSES.

AN EASEMENT IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION, FOR UNDERGROUND ELECTRICAL SUPPLY SYSTEMS AND COMMUNICATION SYSTEMS PURPOSES, PER DOCUMENT RECORDED 06/17/2010 AS INSTRUMENT NO. 2010-0279192, OF OFFICIAL RECORDS.

AN EASEMENT IN FAVOR OF THE CITY OF MORENO VALLEY FOR OPEN SPACE AND LANDSCAPE MAINTENANCE, PEDESTRIAN ACCESS, BICYCLE TRAIL AND INCIDENTAL PURPOSE DEDICATED ON PARCEL MAP 35629 RECORDED 08/26/2010 BOOK 231, PAGE 77.

AN EASEMENT IN FAVOR OF THE CITY OF MORENO VALLEY FOR PEDESTRIAN ACCESS, SIDEWALK AND INCIDENTAL PURPOSES DEDICATED ON PARCEL MAP 35629 RECORDED 08/26/2010 BOOK 231, PAGE 77.

AN EASEMENT IN FAVOR OF THE CITY OF MORENO VALLEY FOR MUNICIPAL ELECTRICAL UTILITY PURPOSES DEDICATED ON PARCEL MAP 35629 RECORDED 08/26/2010 BOOK 231, PAGE 77.

AN EASEMENT IN FAVOR OF EASTERN MUNICIPAL WATER DISTRICT FOR PIPELINE ACCESS AND ROAD PURPOSES PER DOCUMENT RECORDED 04/13/2011 AS INSTRUMENT NO. 2011-0163140 OF OFFICIAL RECORDS.

AN EASEMENT IN FAVOR OF RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT FOR UNDERGROUND STORM DRAIN PURPOSES PER DOCUMENT RECORDED 10/06/2011 AS INSTRUMENT NO. 2011-442001.

AN EASEMENT IN FAVOR OF RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT FOR UNDERGROUND STORM DRAIN PURPOSES PER DOCUMENT RECORDED 10/06/2011 AS INSTRUMENT NO. 2011-442008.

RGA
Office of Architectural Design
15231 Alton Parkway, Suite 100
Irvine, CA 92618
T 949-341-0920
FX 949-341-0922

CONSULTANT

PROFESSIONAL SEALS

PROJECT NAME

HIGHLAND FAIRVIEW CORPORATE PARK PHASE II

NEC EUCALYPTUS AVE. & REDLANDS BLVD.
MORENO VALLEY, CA

OWNER:
HIGHLAND FAIRVIEW
14225 CORPORATE WAY
MORENO VALLEY, CA 92553
CONTACT: PATRICK REVERE
TEL: 951-867-5300
EMAIL: prevere@highlandfairview.com

MARK	DATE	DESCRIPTION
SD	3/11/19	PLANNING RESUBMITAL
SD	2/19/19	PLANNING SUBMITAL

RGA PROJECT NO:	18152.00
OWNER PROJECT NO:	00000.00
CAD FILE NAME:	18152-00-A1
DRAWN BY:	CS
CHK'D BY:	CS

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SHEET TITLE
PLOT PLAN / SITE PLAN

PEN 18-0191 - GPA
PEN 18-0192 - ZONE CHANGE
PEN 18-0193 - ENVIRONMENTAL
PEN 18-0254 - PLOT PLAN

SHEET: A1

Attachment: Exhibit A EIR Addendum to Resolution 2019-17 (3493 : Highland Fairview GPA, Change of

EXHIBIT 6: Plot Plan
Highland Fairview Corporate Park Addendum EIR
Parcels 2 and 3 of Tentative Parcel Map 35629 Project

Not to scale

Kimley»Horn

3 HIGHLAND FAIRVIEW CORPORATE PARK ENVIRONMENTAL IMPACT ANALYSIS SUMMARY

The environmental impact findings of the HFCP Final EIR are summarized below.

No Impact: The HFCP Final EIR determined that no impact would occur with respect to the following environmental topic areas below:

- Agricultural Resources (Impact 5.2-2);
- Biological Resources (Impact 5.4-2, Impact 5.4-3, Impact 5.4-4);
- Hazards and Hazardous Materials (Impact 5.7-4);
- Hydrology and Water Quality (Impact 5.8-7);
- Land Use (Impact 5.9-1);
- Noise (Impact 5.11-4, Impact 5.11-5);
- Population and Housing (Impact 5.12-2, Impact 5.12-3);
- Public Services (Impact 5.13-4, 5.13-5); and
- Transportation and Traffic (Impact 5.14-4, Impact 5-14-5).

Less Than Significant Impact: The HFCP Final EIR identified less than significant impacts in the following environmental topic areas:

- Aesthetics, Light and Glare (Impact 5.1-2, Impact 5.1-3);
- Agricultural Resources (Impact 5.2-3);
- Air Quality (Impact 5.3-1, Impact 5.3-5);
- Geology and Soils (Impact 5.6-1, Impact 5.6-2, Impact 5.6-3, Impact 5.6-4, Impact 5.6-5, Cumulative Impacts);
- Hazards and Hazardous Materials (Impact 5.7-2, Impact 5.7-3, Impact 5.7-5);
- Hydrology and Water Quality (Impact 5.8-1, Impact 5.8-2, Impact 5.8-3, Impact 5.8-4, Impact 5.8-5, Impact 5.8-6, Cumulative Impacts);
- Mineral Resources (Impact 5.10-1, Impact 5.10-2);
- Noise (Impact 5.11-2, Cumulative Impacts);
- Population and Housing (Impact 5.12-1)
- Public Services (Impact 5.13-1, Impact 5.13-3);
- Transportation and Traffic (Impact 5.14-2)
- Utilities and Service Systems (Impact 5.15-1, Impact 5.15-2, Impact 5.15-3, Impact 5.15-4, Impact 5.15-5, Impact 5.15-6, Impact 5.15-7, Impact 5.15-8, Cumulative Impacts).

Less Than Significant Impact With Incorporation of Mitigation: The HFCP Final EIR identified impacts that could be mitigated to less than significant levels with the incorporation of mitigation measures in the following environmental topic areas:

- Aesthetics, Light, and Glare (Impact 5.1-4);
- Air Quality (Impact 5.3-2, Impact 5.3-4, Cumulative Impacts);
- Biological Resources (Impact 5.4-1, Impact 5.4-5, Impact 5.4-6, Cumulative Impacts);
- Cultural Resources (Impact 5.5-1, Impact 5.5-2, Impact 5.5-3, Cumulative Impacts);
- Hazards and Hazardous Materials (Impact 5.7-1, Cumulative Impacts);
- Land Use and Planning (Impact 5.9-2, Impact 5.9-3, Cumulative Impacts);
- Noise (Impact 5.11-1, Impact 5.11-3);
- Public Services (Impact 5.13-2);
- Transportation and Traffic (Impact 5.14-1, Impact 5.14-3, Cumulative Impacts)

Significant and Unavoidable Impact: The HFCP Final EIR identified significant and unavoidable impacts in the following environmental topic areas:

- Aesthetics, Light, and Glare (Impact 5.1-1, Cumulative Impacts)
- Agricultural Resources (Impact 5.2-1, Cumulative Impacts);
- Air Quality (Impact 5.3-3, Cumulative Impacts);
- Global Climate Change and Greenhouse Gases (Impact 5.16-1, Impact 5.16-2, Cumulative Impacts).

4 ENVIRONMENTAL IMPACT ANALYSIS AND APPROVALS FOR THE PROPOSED PROJECT

The scope of the City's review of the Proposed Project is limited by provisions set forth in CEQA and the State CEQA Guidelines. This review is limited to evaluating the environmental effects associated with the Proposed Project relative to those analyzed in the HFCP Final EIR. This Addendum also reviews new information, if any, of substantial importance that was not known and could not have been known with the exercise of reasonable due diligence at the time the HFCP Final EIR was certified. This evaluation includes a determination as to whether the changes identified as a result of the Proposed Project would result in any new significant impacts or a substantial increase in a previously identified significant impact.

Although State CEQA Guidelines §15164 does not stipulate the format or content of an Addendum, the topical areas identified in the City of Moreno Valley Environmental Checklist (Checklist) were used as guidance for this Addendum. This comparative analysis provides the City with the factual basis for determining whether any changes in the Highland Fairview Corporate Park project, any changes in circumstances or any new information since the HFCP Final EIR was certified would require additional environmental review or preparation of a Subsequent EIR or Supplemental EIR.

Section 5, Determination of Appropriate CEQA Documentation, includes a discussion of the recently adopted revisions to the State CEQA Guidelines. Following completion of the draft Addendum, the State of California adopted revisions to the State CEQA Guidelines. These CEQA Guidelines became effective on December 28, 2018. Pursuant to CEQA Guidelines §15007(d), the City of Moreno Valley must comply with the new Guidelines 120 days after they become effective, which in this case is April 28, 2018. Although the Proposed Project is currently planned to come before the Planning Commission and City Council before April 28, 2018, City staff have provided a supplemental discussion of CEQA Guidelines Appendix G topics where appropriate.

Pursuant to §15162 of the State CEQA Guidelines, the City has determined, on the basis of substantial evidence in the light of the whole record, that the Proposed Project will not result in substantial changes in the environmental impacts of the Highland Fairview Corporate Park project, no substantial changes in circumstances would occur which would require major revisions to the HFCP Final EIR, and no new information of substantial importance has been revealed since the certification of the HFCP Final EIR that would result in either new significant effects or an increase in the severity of previously analyzed significant effects.

A Mitigation Monitoring and Reporting Program (MMRP) was adopted as a part of the HFCP Final EIR that minimized impacts associated with development of the Highland Fairview Corporate Park. The previously adopted mitigation measures applicable to the Proposed Project will be imposed as conditions of the Proposed Project, as modified by this Addendum EIR. An updated MMRP will be included as part of the Project approval documents to be considered by the City.

Note: Additions to the HFCP Final EIR Mitigation Measures are identified as underline. Deletions are identified with ~~strikethrough~~. Also note that the City Council, if it approves the Addendum and the Proposed Project, will have to adopt a Statement of Overriding Considerations if it is determined that there will still be any significant environmental impacts.

4.1 Aesthetics

Summary of Previous Environmental Analysis

The HFCP Final EIR determined that even with Mitigation Measure A-2, which requires that enhanced architectural and landscaping treatments be utilized, impacts to the scenic vista resulting from the development of the Highland Fairview Corporate Park would remain significant and unavoidable. Impacts associated with the visual character and scenic resources of the Highland Fairview Corporate Park site were determined to be less than significant and no mitigation was required. Impacts associated with light/glare and scenic resources were determined to be less than significant with the implementation of Mitigation Measure A-1, which requires that during construction, the construction manager ensure that construction lighting be limited within the work areas. Cumulative impacts were determined to be significant and unavoidable. Both Mitigation Measures A-1 and A-2 are applicable to the Proposed Project.

Threshold (a) Have a substantial adverse effect on a scenic vista.

The Proposed Project would not have a substantial adverse effect on a scenic vista beyond what was analyzed in the HFCP Final EIR. The Proposed Project includes a General Plan Amendment from Commercial to Business Park and a Change of Zone from Community Commercial to Light Industrial for Parcel 3 of Parcel Map 35629, part of the Highland Fairview Corporate Park. Additionally, it is anticipated that in the future, Parcels 2 and 3 would be developed with up to 800,000 square feet of logistics facilities uses consistent with the development regulations for the Light Industrial zone.

The Proposed Project is similar to and would be consistent with, the existing building occupied by Skechers (Skechers building) to the east. The maximum building height for the Proposed Project's future industrial uses on Parcels 2 and 3 is assumed to be 60 feet, which is approximately 2 feet taller than the highest point on the existing adjacent Skechers building.[2] The attached **Exhibit 5.1-5 and 5.1-6** from the HFCP Draft EIR have been modified to show an approximate two-foot increase in building height on the existing Skechers building, to illustrate that the slight increase in height is virtually indistinguishable as a change, and does not represent a "substantial increase" in severity of impact. The future 800,000 square foot building would essentially extend the view line of the existing Skechers building into Parcel 2 and 3, by approximately 1,200 feet. The views of the new building will be similar to that of the existing Skechers building, also represented in the site photo shown below, taken on the SR-60 eastbound adjacent to the Skechers building. Furthermore, when the future Redlands Boulevard/SR-60 eastbound on-ramp is constructed, this ramp will be elevated and landscaped, which will further obscure views of the future Proposed Project. As shown by the Plot Plan, Exhibit 6, the Proposed Project will comply with applicable development standards, including building heights and setbacks.

[2] The HFCP Final EIR assumed heights for the Skechers building of up to 65 feet, including architectural features (DEIR, page 5.1-8). The Plot Plan submittal for the Proposed Project shows building elevations with up to 58 feet in height, consistent with this maximum 60 foot assumption.

Existing Condition

View west of Redland Blvd looking northeast towards freeway.
Visual Analysis

Project Completion

Source: Focus 360.

Michael Brandman Associates

26100015 • 05/2008 | 5.1-3_simulations_B.cdr

Exhibit 5.1-3
Visual Simulations
Pre and Post Development (B)

HIGHLAND FAIRVIEW CORPORATE PARK
ENVIRONMENTAL IMPACT REPORT

View of Existing Skechers Building from SR-60 Eastbound

The Proposed Project will be required to develop extensive landscaping in conformance with Municipal Code Landscape Guidelines required by the City of Moreno Valley. At buildout, the landscape concept will serve to soften and screen, or filter, views of the building to be constructed on Parcels 2 and 3, particularly along the north elevation adjacent to SR-60. This will also soften the views of the building to be constructed on Parcels 2 and 3 from the SR-60. Additionally, similar to the existing Skechers building, Parcels 2 and 3 would be approximately 25 feet below grade of the SR-60. As such, only approximately 35 feet of building façade height would be visible from the SR-60.

For these reasons, the Proposed Project's encroachment into the viewshed would not be significantly different than found in the HFCP Final EIR. Accordingly, no new impacts relative to adverse effects on a scenic vista or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would impact the prior finding of significant and unavoidable impacts.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

Mitigation Measure A-2 of the HFCP Final EIR would be applicable to the development of Parcels 2 and 3.

MM A-2: Enhanced architectural and landscaping treatment shall be utilized along the building frontage with State Route (SR) 60 to minimize or soften views of long expanses of the upper elevations of buildings. Examples of alternative treatment measures may include, but not be limited to the following:

- Use of color; or
- Texture variation; or
- Roof line variation.

Conclusion

A significant and unavoidable impact was identified in the HFCP Final EIR with respect to scenic vistas. As discussed above, the development of Parcels 2 and 3 would not significantly contribute to any new or more severe scenic vista impacts. Mitigation Measure A-2 above would further reduce impacts. Therefore, no new and/or modified mitigation measures are required for issues related to aesthetics.

Threshold (b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway.

Refer to Section 4.1(a) above. Parcels 2 and 3 do not contain any scenic resources such as trees, rocks, outcroppings, or historic buildings within a state scenic highway corridor, and as such, no impact would occur. Parcels 2 and 3 are, however, located adjacent to SR-60, which is designated as a scenic road under the Existing General Plan. The impacts to views from the SR-60 are discussed above under Section 4.1 (a), above.

Accordingly, no new impacts relative to adverse effects on scenic resources or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would impact the prior finding of no significant impact.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

No significant impacts to scenic resources are identified in the HFCP Final EIR and the Proposed Project would not have any significant impacts. Therefore, no new and/or modified mitigation measures are required for issues related to aesthetics.

Threshold (c) Substantially degrade the existing visual character or quality of the site and its surroundings.

Refer to Section 4.1(a) above. As previously stated, Parcels 2 and 3 currently consist of graded land adjacent to industrial uses to the east, and vacant land immediately to the west and south. The SR-60 freeway is located directly north of Parcels 2 and 3. The area around Parcels 2 and 3 is urbanizing and the proposed Change of Zone and General Plan Amendment would provide a compatible land use for future

development. The Proposed Project would be required to go through Design Review for site and architectural review with the City. Additionally, similar industrial uses have been physically established within the immediate vicinity of Parcels 2 and 3, and more are planned in the general vicinity of Parcels 2 and 3. Future development of the site would improve the character of the surrounding area with enhanced landscape and attractive exterior design that would provide improved scenic aspects and much-needed infrastructure improvements in the area. Therefore, the change in visual character would not significantly impact the site or the surrounding area. Impacts are less than significant.

Accordingly, no new impacts relative to adverse aesthetic impacts or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would impact the prior finding of no significant impact.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

No significant impacts to the visual character of Parcels 2 and 3 have been identified. The building to be constructed on Parcels 2 and 3 will be designed consistent with the guidelines and standards established by the City of Moreno Valley. Therefore, no new and/or modified mitigation measures are required for issues related to visual character and/or quality.

Threshold (d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.

The Proposed Project has the potential to introduce additional sources of light and glare during both construction and operation of the building. Future uses would introduce new sources of light and glare into the general area from street and security lighting, outdoor building lighting, and light generated from project-related traffic. Any future lighting from the Proposed Project would be highly visible from the SR-60 freeway. Additionally, as previously stated in the HFCP Final EIR, buildout of the Highland Fairview Corporate Park, including the development of Parcels 2 and 3, has the potential to impact nighttime views from portions of the existing residential subdivision located approximately 0.25 miles to the southwest. Light and glare generated from Parcels 2 and 3 was previously contemplated in the HFCP Final EIR.

As identified in the HFCP Final EIR, future development on Parcels 2 and 3 would be required to adhere to the City of Moreno Valley's lighting requirements. Specifically, the Proposed Project will be required to install onsite lighting such that no operation, activity, or lighting fixture shall create illumination, direct or indirect, which exceeds 0.5-foot candles on any adjacent property. All lighting will be required to be designed to project downward and shall not create glare on adjacent properties. Light generated from the Proposed Project's traffic, including truck deliveries, will be largely confined to those segments of World Logistics Center Parkway and Redlands Boulevard between new Eucalyptus Avenue and SR-60, as well as new Eucalyptus Avenue itself between World Logistics Center Parkway and Redlands Boulevard. As such, potential glare from headlights would largely be confined to these roads and is not considered substantial. Additionally, as further discussed in Section 4.16, the Proposed Project would generate far

less traffic than what was previously contemplated for the Highland Fairview Corporate Park in the HFCP Final EIR. As such, fewer traffic light and glare impacts would be generated with the Proposed Project.

The Proposed Project would also be required to conform to standards in accordance with General Plan Policy 2.10.5, which requires that development projects adjacent to freeways provide landscaped buffer strips along the ultimate freeway right-of-way; General Plan Policy 2.10.7, which requires that onsite lighting not cause nuisance levels of light or glare on adjacent properties; General Plan Policy 2.10.8, which requires that lighting improve the visual identification of structures; General Plan Policy 2.10.10, which requires the minimization of the use and visibility of reverse frontage walls along streets and freeways by such treatments as landscaping, berming, and side-on cul-de-sacs; General Plan Policy 2.10.11, which requires developers to screen and buffer nonresidential projects from adjacent residential property and other sensitive land uses when necessary to mitigate noise, glare, and other adverse effects on adjacent uses; General Plan Policy 2.10.12, which requires screening parking areas from streets to the extent consistent with surveillance needs (e.g. mounding, landscaping, low profile walls, and/or grade separations); and General Plan Policy 2.10.13, which requires providing landscaping in automobile parking areas to reduce solar heat and glare.

Accordingly, no new impacts relative to adverse light and glare impacts or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would impact the prior finding of no significant impact.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

Mitigation Measure A-1 is applicable to the Proposed Project.

MM A-1 During project construction, the construction site manager or supervisor shall ensure that construction lighting shall be limited to lighting within the work area and light trespass shall be avoided though directional lighting, shielding, and other similar control measures.

Conclusion

No significant impacts associated with light and glare are identified in the HFCP Final EIR and the Proposed Project would not have any significant impacts. Therefore, no new and/or modified mitigation measures are required for issues related to aesthetics.

Cumulative Impacts

Cumulatively, the additional loss of a scenic vista from SR-60 would create unavoidable significant cumulative impacts. Since certification of the HFCP Final EIR in February 2009, the City approved the World Logistics Center (WLC) Specific Plan in November 2015, which allows logistics related uses and associated infrastructure on the 2,610-acre site immediately adjacent and south of Parcels 2 and 3. The Proposed Project would be consistent in character with the development contemplated in the approved WLC Specific Plan. The Proposed Project does not represent any new or more severe impacts relative to aesthetics, light or glare, on an individual or cumulative basis.

Overall Aesthetics Impact Conclusion

With regard to Public Resources Code §21166 and the State CEQA Guidelines §15162(a), the Proposed Project would not result in any new impacts, or substantially increase the severity of the previously identified impacts, with respect to aesthetics. Therefore, the preparation of a subsequent environmental impact report is not warranted.

4.2 Agricultural and Forestry Resources

Summary of Previous Environmental Analysis

The HFCP Final EIR identified that development of the Highland Fairview Corporate Park would create a significant and unavoidable impact with respect to the conversion of farmland to non-agricultural use. The HFCP Final EIR identified that no impacts that would occur with respect to conflicts with Williamson Act contracts or existing zoning. Additionally, a less than significant impact was found with respect to other changes resulting in farmland conversion to non-agricultural use. Mitigation measures were identified in the HFCP Final EIR from the City's General Plan EIR to reduce potential impacts. However, the HFCP Final EIR found that these mitigation measures were infeasible, and as such were not adopted.

Threshold (a) **Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use; and**

Threshold (b) **Conflict with existing zoning for agricultural use, or a Williamson Act contract; and**

Threshold (c) **Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.**

Parcels 2 and 3 are currently zoned Community Commercial and Light Industrial and are currently designated as Commercial and Business Park in the City's General Plan. The Proposed Project will change the zoning of one parcel (Parcel 3) to Light Industrial, and change the General Plan designation to Business Park to be consistent with the zoning and planning on Parcels 1 and 2. As such, the proposed General Plan and Change of Zone would not conflict, convert, or change agricultural uses to non-agricultural uses. Parcels 2 and 3 have been graded and are not being utilized for farming activities. As such, no impacts would occur.

Accordingly, no new impacts relative to adverse agricultural impacts or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would impact the prior finding of no significant impact.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Overall Agricultural Resources Impact Conclusion

While significant and unavoidable impacts were identified in the HFCP Final EIR with respect to agricultural uses, the Proposed Project itself would not create any impacts with respect to agricultural uses. As such, when compared to the Highland Fairview Corporate Park previously analyzed in the HFCP Final EIR, the Proposed Project would result in reduced impacts.

With regard to CEQA §21166 and CEQA Guidelines §15162(a), the Proposed Project would not result in any new impacts, or substantially increase the severity of the previously identified impacts, with respect to agricultural resources. Therefore, preparation of a subsequent environmental impact report is not warranted.

4.3 Air Quality

The HFCP Final EIR determined that construction emissions resulting from the development of the Highland Fairview Corporate Park would exceed the South Coast Air Quality Management District's (SCAQMD's) regional emission significance thresholds for volatile organic compounds (VOC) and nitrogen oxides (NO_X) during Phase 1 and VOC during Phases 2 and 3. Implementation of Mitigation Measures MM AQ-1 through MM AQ-10 would reduce most of the Phase 1 construction impacts to a less than significant level, but particulate matter less than or equal to 10 microns in diameter (PM_{10}) would continue to be a significant impact. The HFCP Final EIR concluded that construction PM_{10} emissions would be significant and unavoidable despite implementation of mitigation.

The HFCP Final EIR determined that the Highland Fairview Corporate Park would generate long-term operational emissions that would exceed the SCAQMD's regional thresholds for VOC, NO_X, CO, PM_{10}, and particulate matter less than or equal to 2.5 microns in diameter ($PM_{2.5}$) during all three phases. Mitigation Measures MM AQ-11, MM AQ-12, and MM AQ-13 would reduce diesel particulate matter (DPM) emissions from the diesel truck traffic servicing the Highland Fairview Corporate Park and reduce operational health risk impacts to less than a significant level. The HFCP Final EIR also determined that the Highland Fairview Corporate Park's operational emissions contributions to the ozone and $PM_{2.5}$ emission burden would have a cumulatively considerable impact. Operational impacts were determined to be significant and unavoidable. However, the Highland Fairview Corporate Park was consistent with the Air Quality Management Plan (AQMP) and would not interfere with attainment because its growth is included in the projections utilized in the formulation of the AQMP.

An Air Quality, Greenhouse Gas, and Noise EIR Addendum Analyses Technical Memorandum was prepared by Kimley-Horn and Associates (November 2018) for the Proposed Project. For the purpose of this Addendum, the technical study evaluates construction and operational impacts associated with the Proposed Project relative to impacts identified in the HFCP Final EIR. The Technical Memorandum is included in this Addendum as **Appendix A,** and the results are summarized herein.

Threshold (a) Conflict with or obstruct implementation of the applicable air quality plan.

The HFCP Final EIR found less than significant impacts related to consistency with the AQMP. Based on the Proposed Project *Trip Generation Consistency Memorandum* prepared by Kimley-Horn (October 2018), the Proposed Project would generate 90 percent fewer trips on a daily basis using Skechers traffic count data and approximately 85 percent fewer trips using Institute of Transportation Engineers (ITE) 10th Edition trip generation data compared to those predicted in the HFCP Final EIR for the two parcels 2 and 3 (see **Section 4.16**, Transportation/Traffic, and **Appendix D** for additional discussion).[3] The reduction in vehicle trips would result in a reduction in operational emissions; refer to the discussion for Threshold (b), below. As such, the change in land use designation would not substantially change the intensity of development on the two parcels.

The Proposed Project's air quality impacts would be consistent with development in the area and would be in compliance with applicable AQMP measures. Therefore, no new impact relative to air quality emissions or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur with the Proposed Project. Additionally, no new information of

[3] The HFCP Final EIR trip generation for Parcels 2 and 3 was 7,614 daily trips for 600,000 square feet of logistics and 120,000 square feet of commercial uses. The proposed development of 800,000 square feet on Parcel 2 and 3 of logistics generates 737 daily trips using Skechers traffic data and 1,120 daily trips using ITE 10th Edition rates, which is a 90 percent and 85 percent reduction, respectively.

substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would change the significance determination in the HFCP Final EIR.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required.

Threshold (b) Violate an air quality standard or contribute to an existing or projected air quality violation.

The Proposed Project is under the jurisdiction of the SCAQMD and is located within the South Coast Air Basin (SCAB). The SCAB includes all of Orange County, and portions of Los Angeles, Riverside, and San Bernardino counties. The SCAB is in a federal and state non-attainment area for ozone and $PM_{2.5}$; and a state nonattainment area for ozone, PM_{10}, and $PM_{2.5}$. An area is considered to be in non-attainment status when air pollution persistently exceeds the State or National Ambient Air Quality Standards.

Construction

The Highland Fairview Corporate Park anticipated the development grading and construction of the entire Highland Fairview Corporate Park site. Although the Proposed Project would allow an additional 80,000 square feet of building construction, it would not increase the grading area. The impacts resulting from the additional 80,000 square feet of building construction would be consistent with prior EIR findings. Therefore, implementation of Mitigation Measures MM AQ-1 through MM AQ-10 would still be required. No new construction impacts would occur. Appendix A includes construction emissions calculations, which show that after the implementation of Mitigation Measures AQ-1 through MM AQ-10 as shown in **Table 4.3-1 (Mitigated Construction Emissions)**, the Proposed Project would not exceed SCAQMD thresholds NO_x but would be lower than what was analyzed in the HFCP Final EIR, except for $PM_{2.5}$ and SO_X. However, these emissions would not be significant and would not represent a substantial increase.

Operations

The main source of air pollutant emissions during operations is from motor vehicles. Other stationary emissions, such as appurtenant equipment onsite, would be similar to that assumed in the HFCP Final EIR, consistent with uses of this type, and regulated by applicable City, SCAQMD and other agency programs and requirements (Appendix A, pages 109-110, show specific stationary source emission estimates based on proposed land uses and CalEEMod). As noted above, based on the Proposed Project *Trip Generation Consistency Memorandum* prepared by Kimley-Horn (September 2018), the Proposed Project would generate approximately 85 percent fewer trips on a daily basis using Institute of Transportation Engineers (ITE) 10th Edition trip generation data compared to the trips predicted in the HFCP Final EIR for parcels 2 and 3. Operational emissions associated with the Proposed Project are summarized in **Table 4.3-2 (Operational Emissions (with mitigation) – Project with ITE 10th Edition Trip Generation Rates) and Table 4.3-3 (Operational Emissions (with mitigation) – Project with Skechers Trip Generation Rates).** The estimated emissions associated with proposed operations are compared to the emissions analyzed in the HFCP Final EIR. As shown in **Table 4.3-2 and Table 4.3-3**, the Proposed Project, is estimated to generate

fewer air pollutant emissions than what was considered in the HFCP Final EIR. The vehicle trips for Proposed Project would be lower than the trip generation estimates in the HFCP Final EIR, and corresponding air pollutant emissions would also be lower than what had been estimated in the HFCP Final EIR. Therefore, no new operational impacts would occur.

Table 4.3-1: Mitigated Construction Emissions

Source	Emissions (Pounds per Day)					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Proposed Project[1] *800,000 square feet of logistics (EIR Parcels 2 and 3)*						
Construction Year 2019	69	80	67	0	8	5
Construction Year 2020	69	2	5	0	1	0
SCAQMD Threshold	75	100	550	150	150	55
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Approved Highland Fairview Corporate Park Final EIR[2] *600,000 square feet of logistics (Parcel 2) uses in Phase 2 and 120,000 square feet of commercial (Parcel 3) in Phase 3.*						
Parcel 2	111	105	121	0	14	4
Parcel 3	98	39	35	0	8	2
Difference[3]	***-42***	***-29***	***-54***	***0***	***-6***	***1***

ROG= reactive organic gases; NO_X = nitrogen oxides; CO = carbon monoxide; SO_X = sulfur oxides; PM_{10} = particulate matter 10 microns in diameter or less; $PM_{2.5}$ = particulate matter 2.5 microns in diameter or less

Notes:

1. Emissions modeled with CalEEMod version 2016.3.2. Mitigation includes compliance with SCAQMD Rule 403 (Dust Control). Refer to Appendix A for model outputs.
2. Emissions from the approved *HFCP Final EIR*, Table 5.3-27 and Table 5.3-28 (2008).
3. The highest daily emissions from Proposed Project construction are compared to the Approved Project emissions to be conservative.

Table 4 .3-2: Operational Emissions (with mitigation) – Project with ITE 10th Edition Trip Generation Rates

Source	Emissions (Pounds per Day)					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Proposed Project[1] *800,000 square feet of logistics (Parcels 2 and 3)*	43	184	129	0	15	7
SCAQMD Threshold	55	55	550	150	150	55
Exceed SCAQMD Threshold?	**No**	**Yes**	**No**	**No**	**No**	**No**
Approved Highland Fairview Corporate Park Final EIR[2] *600,000 square feet of logistics (Parcel 2) uses in Phase 2 and 120,000 square feet of commercial (Parcel 3) in Phase 3.*	157	1,116	1,344	3	367	94
SCAQMD Threshold	55	55	550	150	150	55
Exceed SCAQMD Threshold?	**Yes**	**Yes**	**Yes**	**No**	**Yes**	**Yes**

Table 4 .3-2: Operational Emissions (with mitigation) – Project with ITE 10th Edition Trip Generation Rates

Source	Emissions (Pounds per Day)					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Difference	**-114**	**-932**	**-1,215**	**-3**	**-352**	**-87**

ROG= reactive organic gases; NO_X = nitrogen oxides; CO = carbon monoxide; SO_X = sulfur oxides; PM_{10} = particulate matter 10 microns in diameter or less; $PM_{2.5}$ = particulate matter 2.5 microns in diameter or less

Notes:

1. Proposed Parcel 2 and 3 operational emissions were modeled with CalEEMod version 2016.3.2 using ITE 10th Edition trip rates (Table 4 of Appendix D), and HFCP Final EIR fleet mix and trip lengths. Mobile source emissions use EMFAC2017 emissions factors. Refer to Appendix A for model outputs.
2. Parcel 2 and 3 emissions are derived from the approved *HFCP Final EIR*, Table 5.3-31, page 3-217 (2008).

Table 4 .3-3: Operational Emissions (with mitigation) – Project with Skechers Trip Generation Rates

Source	Emissions (Pounds per Day)					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Proposed Project[1] *800,000 square feet of logistics (Parcels 2 and 3)*	40	145	101	0	11	6
SCAQMD Threshold	55	55	550	150	150	55
Exceed SCAQMD Threshold?	**No**	**Yes**	**No**	**No**	**No**	**No**
Approved Highland Fairview Corporate Park Final EIR[2] *600,000 square feet of logistics (Parcel 2) uses in Phase 2 and 120,000 square feet of commercial (Parcel 3) in Phase 3.*	157	1,116	1,334	3	367	94
SCAQMD Threshold	55	55	550	150	150	55
Exceed SCAQMD Threshold?	**Yes**	**Yes**	**Yes**	**No**	**Yes**	**Yes**
Difference	**-117**	**-971**	**-1,234**	**-3**	**-356**	**-88**

ROG= reactive organic gases; NO_X = nitrogen oxides; CO = carbon monoxide; SO_X = sulfur oxides; PM_{10} = particulate matter 10 microns in diameter or less; $PM_{2.5}$ = particulate matter 2.5 microns in diameter or less

Notes:

1. Proposed Parcel 2 and 3 operational emissions were modeled with CalEEMod version 2016.3.2 using Skechers trip generation rates (Table 2 of Appendix D), and HFCP Final EIR fleet mix and trip lengths. Mobile source emissions use EMFAC2017 emissions factors. Refer to Appendix A for model outputs.
2. Parcel 2 and 3 emissions are derived from the approved *HFCP Final EIR*, Table 5.3-31, page 3-217 (2008).

Mitigation Program

Mitigation Measures from the HFCP Final EIR

The HFCP Final EIR includes measures to reduce potential impacts associated with the development of the Highland Fairview Corporate Park. The following measures from the HFCP Final EIR, as updated, are applicable to the Proposed Project:

Construction

MM AQ-1 Prior to construction of the project, the project applicant shall comply with SCAQMD Rule 403 by providing a Fugitive Dust Control Plan that describes the application of best

management practices to control fugitive dust during construction. Best management practices shall include:

- Application of water on disturbed soils a minimum of three times per day;
- Covering haul vehicles;
- Replanting disturbed areas as soon as practical;
- Restricting vehicle speeds on unpaved roads to 15 mph;
- Suspension of all grading activities during high wind speeds in excess of 25 mph.
- A Large Operation notification shall be submitted to the SCAQMD prior to construction.
- Project applicant to designate a person(s) to monitor the dust control program and to order increased watering, as necessary.
- Post a sign with the telephone number and person to contact regarding dust complaints. The person shall take corrective action within 24 hours.
- Complete all roadways, driveways, sidewalks, etc. as soon as possible; building pads should be developed as soon as possible after grading unless seeding, polymer, water, landscaping, soil binders, or similar means are applied within five working days after grading completion to minimize fugitive dust.
- Street sweeping shall be accomplished as needed to remove soil transport to adjacent areas; sweeping shall require use of equipment certified under SCAQMD Rule 1186.1.

MM AQ-2 The project applicant shall meet CARB standards by assuring use of lowest emission construction equipment reasonably available for use on this project. All off-road equipment with a horsepower rating of 25 horsepower or greater used on the Project Site during the construction of the Project will meet a minimum Tier III rating ~~and at least 80 percent of such equipment will meet a minimum Tier IV rating~~ and that the general contractor certify that this requirement has been satisfied. ~~The construction fleet average shall meet or exceed Tier II level and the applicant shall provide incentives in the bidding process in selecting construction contractors that propose the lowest emission construction equipment (i.e., high-pressure injectors; smaller engine sizes; electric equipment; gasoline-powered equipment with catalytic converters; and alternatively fueled construction equipment).~~

The applicant shall also provide incentives in the bidding process in selecting grading and construction contractors that propose the use of equipment using Level III diesel particulate filters.

Note: Mitigation Measure MM AQ-2 has been updated to be consistent with the HFCP Final EIR Settlement Agreement (January 7, 2010) and the latest SCAQMD recommended practices for a project of this size.

MM AQ-3 During project construction, construction equipment shall be properly maintained in accordance with manufacturer's specifications; maintenance shall include proper tuning

and timing of engines. During maintenance, precautions shall be taken to ensure that fuel is not leaked onto the ground. Equipment maintenance records and equipment design specification data sheets shall be kept onsite during construction and subject to inspection by the SCAQMD.

MM AQ-4 During project construction, the developer shall require all contractors to turn off all construction equipment and delivery vehicles when not in use or prohibit idling in excess of ~~five (5)~~ three (3) minutes.

Note: Mitigation Measure MM AQ-4 has been updated to be consistent with the latest SCAQMD recommended practices for a project of this size.

MM AQ-5 Prior to issuance of a grading permit, the project applicant shall provide a traffic control plan to the City of Moreno Valley that will describe in detail safe detours around the project construction site with temporary traffic control (e.g., flag person) during construction-related truck hauling activities, as required by the City. Construction activities that affect traffic flow on the arterial system shall be minimized by scheduling such activities to off-peak hours. Construction truck travel shall be routed to minimize travel on congested streets and near to sensitive receptor areas. Construction traffic shall gain access to the project site via World Logistics Center Parkway (formerly Theodore Street) and Eucalyptus Avenue to the greatest extent possible to minimize traffic and dust along Redlands Boulevard. The traffic control plan is primarily intended as a safety measure but also can minimize traffic congestion and delays that increase idling and acceleration emissions. The traffic control plan shall be prepared in accordance with U.S. Department of Transportation Federal Highways Administration Rule on Work Zone Safety 23 CFR 630 Subpart J, Developing and Implementing Traffic Management Plans for Work Zones.

Note: Mitigation Measure MM AQ-13 has been updated to reflect the current street name.

MM AQ-6 All paints shall be low VOC paints and applied using either high volume low-pressure (HVLP) spray equipment or by hand application. For a list of low VOC paints, refer to the website www.aqmd.gov/prdas/brochures/paintguide.html.

MM AQ-7A *Construction Phases*. Prior to the issuance of grading permits, the developer shall provide documentation to the City of Moreno Valley indicating that construction workers will be encouraged to carpool to the greatest extent practical, including providing information on park and ride programs available to workers. The project shall also provide for lunch services onsite during construction to minimize the need for offsite vehicle trips. Workers shall be informed in writing and a letter placed on file at the City of Moreno Valley documenting the efforts to encourage carpooling.

MM AQ-7B *Occupancy*. Prior to the issuance of occupancy permits, the project applicant shall provide documentation to the City of Moreno Valley indicating that tenant workers will be encouraged to carpool to the greatest extent practical including providing information on park and ride programs available to employees. Employees shall be informed in writing and a letter placed on file at the City of Moreno Valley documenting the efforts to encourage carpooling.

MM AQ-8 During project construction, onsite electrical hook-ups shall be provided for electric construction tools including saws, drills, and compressors, to minimize the need for diesel-powered electric generators.

MM AQ-9 During construction, rumble or bumper strips or similar best management practices shall be provided where vehicles enter and exit the construction site onto paved roads, or wash off trucks or any equipment leaving the site with each trip.

MM-AQ-10 Offsite construction improvements shall be limited to an 8-hour day during daylight hours.

Conclusion

No new impact relative to air quality emissions evaluated in the HFCP Final EIR would occur with the Proposed Project. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would alter the Final EIR's significance finding.

Threshold (c) Result in cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emission which exceed quantitative thresholds for ozone precursors).

The HFCP Final EIR for the Highland Fairview Corporate Park determined that cumulative contributions to the ozone and $PM_{2.5}$ emission burden would result in a cumulatively considerable impact. As noted above, the Proposed Project would result in fewer vehicle trips than predicted in the HFCP Final EIR and would not substantially change the intensity of development on the site. Therefore, no new impacts would occur. HFCP Final EIR Mitigation Measures MM AQ-11 through MM AQ-13 would be required to reduce impacts from diesel exhaust emissions.

Mitigation Program

The HFCP Final EIR includes measures to reduce potential impacts associated with the development of the Highland Fairview Corporate Park. The following measures from the HFCP Final EIR, as updated, are applicable to the Proposed Project:

Mitigation Measures from the HFCP Final EIR

Refer to Mitigation Measures MM AQ-1 through MM AQ-10, above. The following additional mitigation measures are also required:

MM AQ-11 All project entrances shall be posted with signs which state:

a) Diesel trucks servicing the project shall not idle for more than 3 minutes; and

b) Telephone numbers of the building facilities manager and the California Air Resources Board to report violations.

MM AQ-12 Electricity shall be provided in the loading dock areas for transportation refrigeration units visiting the site, if any.

Note: Mitigation Measure MM AQ-13 has been satisfied through the City's approval of the World Logistics Center Specific Plan.

MM AQ-14 Electrical hookups shall be provided for transport refrigeration units within the Commercial component (Phases II and III) to eliminate the need for idling of diesel-powered transport refrigeration units.

MM AQ-15 The project applicant shall include in all new lease documents the requirement that the tenants shall utilize only trucks using refrigeration units capable of utilizing electrical hook-ups for deliveries to the tenant.

MM AQ-16 All diesel truck servicing logistics facilities on Parcels 2 and 3 shall meet or exceed 2010 engine emission standards specified in California Code of Regulations Title 13, Article 4.5, Chapter 1, Section 2025 or be powered by natural gas, electricity, or other diesel alternatives. Facility operators shall maintain a log of all trucks servicing the facility to document that trucks meet these emissions standards. This log shall be available for inspection by City staff at any time. ~~The project applicant shall encourage its tenants to do the following: have a compressed workweek schedule for its employees; include electric powered and/or compressed natural gas fueled trucks and/or vehicles in fleets; require or provide incentives to use California Air Resources Board certified particulate filters that meet Level III requirements; use "clean" trucks, such as 2007 or newer model year or 2010 compliant; use electric yard trucks; use trucks with SmartWay 1.25 rating; and electrify auxiliary power units. The applicant shall provide documentation of its efforts to the satisfaction of the City.~~

Note: Mitigation Measure MM AQ-16 has been updated to be consistent with the latest standard practices and SCAQMD recommendations. The mitigation measure has been modified to remove the requirement that all trucks be 2007 or newer. Due to its close similarity to this mitigation measure, MM AQ-22 has been removed.

MM AQ-17 The project shall be designed such that the check-in point for trucks is inside the facility property to ensure that there are no trucks queuing outside the facility.

MM AQ-18 Food services shall be provided onsite.

MM AQ-19 Prior to the Issuance of Occupancy Permits, written evidence shall be provided to the Planning and Transportation Engineering Divisions that the project applicant shall include in all new lease documents the requirement that the tenant shall provide employees with incentives for carpooling or impose a parking fee.

MM AQ-20 The property owners association shall maximize use of electrical equipment for landscape maintenance.

MM AQ-21 Prior to the issuance of a certificate of occupancy for Phase 3, traffic signals, including interconnect hardware installed, or paid for, in whole or in part, by the project applicant shall be synchronized by the applicant, to the satisfaction of the City Engineer.

Conclusion

No new impact relative to cumulative air quality emissions or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur with the Proposed Project. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would alter the Final EIR's significance finding.

Threshold (d) Expose sensitive receptors to substantial pollutant concentrations.

The HFCP Final EIR determined that implementation of Mitigation Measures MM AQ-1 through MM AQ-13 would reduce impacts to sensitive receptors to a less than significant level. The nearest sensitive receptors to Parcels 2 and 3 include residences located approximately 650 feet north of Parcels 2 and 3 (across SR-60) and approximately 1,000 feet southwest of Parcels 2 and 3 along Redlands Boulevard.

Construction

The Highland Fairview Corporate Park project anticipated the development grading and construction of the entire Highland Fairview Corporate Park site. Although the Proposed Project would allow an additional 80,000 square feet of building construction, it would not increase the grading area. The impacts resulting from the additional 80,000 square feet of building construction would be consistent with the certified HFCP Final EIR. After the implementation of Mitigation Measures AQ-1 through MM AQ-10 as shown in **Table 4.3-1**, impacts would also be below emissions levels predicted in the HFCP Final EIR for the Proposed Project.

Operations

The HFCP Final EIR determined that operational emissions would not exceed the SCAQMD's localized significance thresholds. During operations, the number of vehicles (including heavy trucks) associated with the Proposed Project would be lower than what was analyzed in the HFCP Final EIR. Therefore, operational emissions and impacts to sensitive receptors would not increase and the Proposed Project would not result in the exposure of sensitive receptors to substantial pollutant concentrations. The Proposed Project would not alter the conclusions of the HFCP Final EIR. No new significant air quality impacts would occur.

Carbon Monoxide Hotspots. The HFCP Final EIR determined that the Highland Fairview Corporate Park's traffic in combination with existing levels of traffic along with the growth in ambient traffic and traffic from future related projects would not result in a carbon monoxide (CO) hotspot. Vehicle exhaust is the primary source of CO emissions. Consequently, the highest ambient CO concentrations are generally found within close proximity to congested intersection locations. As noted above, the Proposed Project would generate approximately 90 percent fewer trips on a daily basis using Skechers traffic count data and approximately 85 percent fewer trips using Institute of Transportation Engineers (ITE) 10th Edition trip generation data compared to the number of trips predicted in the HFCP Final EIR for Parcels 2 and 3. Therefore, the Proposed Project would not increase congestion beyond what was analyzed in the HFCP Final EIR and would not result in a CO hotspot.

Health Risk Assessment. The HFCP Final EIR determined that operational health risk impacts would be less than significant with the implementation of MM AQ-11, MM AQ-12, and MM AQ-13.[4] Health risks associated with logistics facilities occur from diesel particulate emissions from truck traffic. Mitigation Measures MM AQ-11 and MM AQ-12 would require idling limitations and the electrification of the loading dock areas and would reduce diesel particulate matter emissions from the associated diesel truck traffic. MM AQ-14 and AQ-15 would further reduce diesel truck idling and related emissions. MM AQ-16 would substantially reduce diesel truck emissions by requiring that all diesel trucks servicing the Proposed

[4] HFCP Final EIR, page 3-40 (Response 6-8).

Project meet or exceed 2010 engine emission standards specified in California Code of Regulations Title 13, Article 4.5, Chapter 1, Section 2025 or be powered by natural gas, electricity, or other diesel alternative. According to a December 2015 study by the Health Effects Institute, harmful emissions such as Nitrogen oxides were reduced by as much as 90 percent by mandatory use of 2010-compliant trucks.[5] Furthermore, as discussed above, the Proposed Project would generate fewer vehicle trips (including trucks) than what was analyzed in the HFCP Final EIR.[6] Therefore, due to the modern engines and reduced trips, air emissions and associated health risks would also be lower than what was predicted in the HFCP Final EIR, no new impacts would occur.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

Refer to Mitigation Measures MM AQ-1 through MM AQ-13, above.

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required.

Threshold (e) Create objectionable odors affecting a substantial number of people.

The SCAQMD CEQA Air Quality Handbook identifies certain land uses as sources of odors. These land uses include the following: agriculture, wastewater treatment plant, food processing plants, chemical plants, composting, refineries, landfills, diaries, and fiberglass molding. The Proposed Project will result in a logistics facility and does not propose to include any odor-inducing uses on Parcels 2 or 3. The Proposed Project would not result in a source of objectionable odors; no impact would occur.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required for issues related to odors.

Overall Air Quality Impact Conclusion

With regard to CEQA §21166 and CEQA Guidelines §15162(a), the development allowed by the Proposed Project would not result in any new impacts, or substantially increase the severity of the previously identified impacts, with respect to air quality. Construction emissions associated with the Proposed Project would not be significant and would not represent a substantial increase over emissions analyzed in the HFCP Final EIR. As the trips associated with the Proposed Project would be lower than the trip generation estimates in the HFCP Final EIR (approximately 90 percent fewer trips on a daily basis using

[5] Health Effects Institute, Advanced Collaborative Emissions Study (ACES) Executive Summary, page 20. A copy of the study is available at the City's Planning Department

[6] The HFCP Final EIR assumed that trucks would make up 54 percent of the total vehicle trips for logistics uses and Parcels 2 and 3 would generate 548 daily truck trips. Applying this truck percentage to the Skechers trip generation for Parcels 2 and 3 would result in 398 daily truck trips.

Skechers traffic count data and approximately 85 percent fewer trips using Institute of Transportation Engineers (ITE) 10th Edition trip generation data compared to the number of trips predicted in the HFCP Final EIR for the two Parcels), associated air emissions would also be lower than was predicted in the HFCP Final EIR, so no new operational impacts would occur. Finally, the Proposed Project would use roundabouts at two intersections along the Proposed Project's frontage. Roundabouts reduce vehicle idling and vehicle acceleration/deceleration times which are both associated with increased air quality pollutants and GHG emissions.[7]

The Proposed Project would generate fewer vehicle trips, and would not result in a CO hotspot. Additionally, air emissions and associated health risks would also be lower than what was predicted in the HFCP Final EIR and no new impacts would occur. Therefore, operational emissions and impacts to sensitive receptors would not increase and the Proposed Project would not result in the exposure of sensitive receptors to substantial pollutant concentrations. Therefore, preparation of a subsequent environmental impact report is not warranted.

[7] The State Air Resources Board's 2017 Scoping Plan specifically identifies roundabouts as one of the strategies to reduce GHG emissions (page 29 of the Final Environmental Analysis).

4.4 Biological Resources

The HFCP Final EIR determined that with mitigation, the development of the Highland Fairview Corporate Park would not result in a significant impact to biological resources. A Biological Resources Assessment Update was prepared for Parcels 2 and 3 of Parcel Map 35629 Project (prepared by Jericho Systems Inc., dated October 2018, included as **Appendix B** to this Addendum). Jericho Systems Inc. did not find any significant impacts related to biological resources due to the Proposed Project.

Threshold (a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

The site conditions of Parcels 2 and 3 were unchanged at the time of the September 2018 field visit. The parcels have been grubbed/mowed recently for control of weedy species, which primarily consists of non-native annual grasses - red and ripgut bromes (*Bromus rubens* and *B. diandrus* respectively), along with common weedy non-native herbaceous species such as tumbleweed (*Salsola tragus*) and summer mustard (*Hirschfeldia incana*). Wildlife observed during site visit within the Proposed Project boundaries and adjacent surrounding properties were ravens (*Corvus corax*). No other animals were observed. The site is largely unchanged from the conditions present during the time of the Biological Resources Assessment in the HFCP Final EIR.

Federally Sensitive Plants

There have been no additional plant listings for a federal sensitive status that would impact Parcels 2 and 3. Further, there was no evidence of the sensitive plant species or evidence of suitable habitat for the sensitive species, as identified in the HFCP Final EIR. Therefore, there are no federally sensitive plants in Parcels 2 and 3.

Federally Sensitive Wildlife

Species evaluated for their potential to occur within the boundary of the Highland Fairview Corporate Park in the HFCP Final EIR included: Riverside fairy shrimp, southwestern willow flycatcher, least Bell's vireo, Stephens' kangaroo rat, and western yellow-billed cuckoo. No suitable habitat for any of these species were determined to be present within the Highland Fairview Corporate Park, except for the Stephens kangaroo rat (SKR). Marginal habitat was observed along existing roadsides and within active pasture areas. Because the Highland Fairview Corporate Park was within the known range of SKR, and low-quality habitat was identified within areas of the Highland Fairview Corporate Park, it was determined that there was a moderate potential for SKR to occupy some portion of the Highland Fairview Corporate Park.

Parcels 2 and 3 are located within the boundaries of the SKR Habitat Conservation Plan (SKRHCP) fee area and not located within a SKRHCP Core Reserve Area.

> <u>*September 2018 Update*</u> - Stephens' kangaroo rat is nocturnal and lives a mainly subterranean lifestyle, only appearing above ground for around one hour per night. Burrows may be constructed by the rat itself or it may utilize the old burrows of pocket gophers (*Geomyidae species*) or California ground squirrels (*Otospermophilus beecheyi*). The burrows of Stephens' kangaroo rat are usually around 45 centimeters deep. Stephens' kangaroo rat is found in open

grassland habitats where the sparse vegetation is mainly composed of shrubs, sagebrush, grasses and forbs. The preferred terrain is usually slightly sloped or flat, with well-drained, loose soil which is at least 50 centimeters deep. It is also known to colonize abandoned agricultural areas and other disturbed habitats.

Parcels 2 and 3 are heavily graded and bounded by natural barriers on the north (SR-60), and a warehouse on the east. The southern border consists of vacant lands disturbed by agriculture. Two burrows were discovered on the southeast end of Parcels 2 and 3, near the warehouse, but the specific species occupying the burrows could not be determined during the September 2018 field survey. There were no signs of current use by birds or fossorial mammals based on entrance observations (no recent tracks, scat, whitewash, castings, prey remains, feathers, etc.) and both burrow entrances had a significant amount of spider webbing at the entrances and continuing down the burrow cavity.

California Sensitive Plants

No California sensitive plant species, including those identified by the California Native Plant Society (CNPS) were known to occur on or in the vicinity of Parcels 2 and 3, and no suitable habitat occurred onsite for any California sensitive plant species studied in the HFCP Final EIR.

September 2018 Update –There was no evidence of any of the California state sensitive plant species, or habitat for the species identified in the HFCP Final EIR on Parcels 2 or 3.

California Sensitive Wildlife

Various California wildlife of various sensitivities were analyzed in the HFCP Final EIR for their potential to occur within the Highland Fairview Corporate Park, inclusive of Parcels 2 and 3. No suitable habitat was found in the study area to support California sensitive wildlife, except for SKR (previously identified), burrowing owl (BUOW), loggerhead shrike and California horned lark. Therefore, it was determined that SKR and burrowing owl have the potential to occur within the Highland Fairview Corporate Park area.

September 2018 Update - the September 2018 field survey identified two burrows consistent in size and construction with that of California ground squirrels. No squirrels were observed during the site visit, and the burrows appeared have been inactive for some period of time-based on observations of spider webs in the burrow entry. No individuals or signs of SKR, BUOW, horned lark, or loggerhead shrikes were observed during the site visit.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

Mitigation measures BR-1 and BR-3 are applicable to the Proposed Project. It should be noted that Mitigation Measure BR-2 is not applicable to the Proposed Project as the Project Applicant paid the required mitigation fees prior to mass grading of the entire Highland Fairview Corporate Park, inclusive of Parcels 2 and 3. As such, Mitigation Measure BR-2 has already been satisfied.

MM BR-1 To avoid impacts to nesting birds covered under the MBTA, vegetation removal activities involving established perennial vegetation located in the urban/developed plant community shall be avoided during avian nesting season (February 15 through August 31). If the nesting season cannot be avoided, a nesting bird survey shall be provided no more than thirty (30) days prior to vegetation removal activities. If no active nests are observed,

construction activity may proceed with no further monitoring. If active nests are observed, a biological monitor shall be present during any construction activity within the vicinity of the nest. Construction activity may encroach within the vicinity of the nesting birds at the discretion of the biological monitor. Construction activity may proceed once the nestlings have fledged the nest.

MM BR-3 A pre-construction clearance survey for burrowing owl shall be provided. The pre-construction survey shall be conducted by a qualified biologist no more than thirty (30) days prior to any grading or ground disturbing activities.

If construction is to be initiated during the breeding season (February 1 through August 31) and burrowing owl is determined to occupy any portion of the study area during the 30-day pre-construction survey, consultation with the CDFG and USFWS shall take place and no construction activity shall take place within 500 feet of an active nest/burrow until it has been determined that the nest/burrow is no longer active, and all juveniles have fledged the nest/burrow. No disturbance to active burrows shall occur without appropriate permitting through the MBTA and/or CDFG.

If active burrowing owl burrows are detected outside the breeding season (September through January), or within the breeding season but owls are not nesting or in the process of nesting, passive relocation may be conducted following consultation with the CDFG and USFWS. Construction activity may occur within 500 feet of the active nests at the discretion of the biological monitor.

Conclusion

The Proposed Project would be consistent with the HFCP Final EIR in that it would not result in a significant impact to special status plant and/or wildlife species. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would alter the impact finding of special status wildlife species.

Threshold (b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

Parcels 2 and 3 are located in an area of the MSHCP that requires a habitat assessment for species occupying riparian/riverine areas, specifically least Bell's vireo, southwestern willow flycatcher, and western yellow-billed cuckoo. No riparian/riverine habitat occurred on Parcels 2 and 3 and none of the associated wildlife species had any potential to occur on the site.

The September 2018 field survey also found no evidence of species occupying riparian/riverine areas, or riparian/riverine habitat on Parcels 2 or 3. Therefore, no new impacts relative to riparian habitat or other sensitive natural community or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur with the Proposed Project. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would change the finding of less than significant impact under this threshold.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

Not applicable.

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required.

Threshold (c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

A formal jurisdictional delineation conducted in May and August 2007 concluded that the Highland Fairview Corporate Park did not contain any drainage features subject to the jurisdiction of the USACE, RWQCB, and/or CDFG. The study area contained five non-jurisdictional features that include two agricultural ditches, one gully, and two roadside ditches. According to the Jurisdictional Delineation, these features do not meet the minimum requirements to be considered jurisdictional by the regulatory agencies because of their lack of connectivity to any downstream waters, and the absence of a consistent bed and bank and ordinary high-water mark. Additionally, roadside ditches are excavated wholly in uplands that do not carry relatively permanent water flows. These features are not traditional navigable waters or relatively permanent waters. They also do not meet the USACE significant nexus requirements. No jurisdictional wetlands were determined to occupy any portion of the Highland Fairview Corporate Park.

As previously discussed, Parcels 2 and 3 were previously mass graded as part of the development of the Skechers Building on Parcel 1, and as such, do not contain any riparian resources or jurisdictional waters. Therefore, no new impacts relative to wetlands or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur with the Proposed Project. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would change the finding of less than significant impact under this threshold.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

Conclusion

The Proposed Project would be consistent with the HFCP Final EIR in that it would not result in a significant impact to special status wildlife species. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would alter the impact finding of special status wildlife species.

Threshold (d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

Parcels 2 and 3 are adjacent to SR-60 and are bordered by agricultural, logistic, and residential development in all directions. The nearest linkage area as identified under the MSHCP is Proposed Linkage 5 and is located approximately 3 miles north of the site. It was determined that the Proposed Project would not impede the movement of any wildlife; therefore, no impact would occur to any wildlife movement corridor.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required.

Threshold (e) Conflict with any local policies or ordinances related to protecting biological resources, such as a tree preservation policy or ordinance.

Parcels 2 and 3 have already been mass graded and do not contain trees, and as such, would not conflict with local policies or ordinances that protect these resources. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would change the finding of less than significant impact under this threshold.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

As previously discussed, Mitigation Measure BR-2 is no longer applicable to the project, as the fees to satisfy this mitigation measure have been paid.

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required.

Threshold (f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Parcels 2 and 3 are located within the City of Moreno Valley, which is within the Reche Canyon/Badlands Area Plan of the MSHCP. As a participant of the MSHCP, the City of Moreno Valley will only approve projects that are consistent with the goals of the MSHCP. MBA conducted an MSHCP Consistency Analysis for the Highland Fairview Corporate Park in 2008 and found that the site requires MSHCP participation. As such, Mitigation Measure BR-4 from the HFCP Final EIR requires payment of the mandatory mitigation fee to the MSHCP. The MSHCP fees were paid by the Project Applicant prior to mass grading all of the Highland Fairview Corporate Park, inclusive of Parcels 2 and 3. As such, Mitigation Measure BR-4 has already been satisfied.

Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would change the finding of less than significant impact under this threshold.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

As previously discussed, Mitigation Measure BR-4 is no longer applicable to the Proposed Project, as the fees to satisfy this mitigation measure have been paid.

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required.

Overall Biological Resources Impacts Conclusion

With regard to CEQA §21166 and CEQA Guidelines §15162(a), the Proposed Project would not result in any new impacts, or substantially increase the severity of the previously identified impacts, with respect to biological resources. Therefore, preparation of a subsequent environmental impact report is not warranted.

4.5 Cultural Resources

The HFCP Final EIR determined that no potentially significant impacts would occur to cultural resources with the implementation of Mitigation Measures CR-1 through CR-6. BCR Consulting LLC prepared the Cultural Resources Assessment Update for the Proposed Project (October 2018), which is summarized herein and included as **Appendix C** to this Addendum.

Threshold (a) **Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5; and**

Threshold (b) **Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5.**

Threshold (c) **Directly or indirectly destroy a unique paleontological resource or site or unique geological feature.**

No significant historic resources were found on within the boundaries of the Highland Fairview Corporate Park, inclusive of Parcels 2 and 3. This determination was confirmed in the Cultural Resources Assessment Update prepared by BCR Consulting in 2018. Additionally, because the entire Highland Fairview Corporate Park was previously mass graded as part of the Skechers project, BCR Consulting concluded that the potential for archaeological and/or paleontological resources to existing onsite is considered low. Nevertheless, implementation of Mitigation Measures CR-1 through CR-5 from the HFCP Final EIR are applicable to the Proposed Project and would reduce potential impacts to a level of less than significant.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

MM CR-1 Prior to the issuance of a grading permit, a City-approved Project Archaeologist shall be retained to initiate and supervise cultural resource mitigation-monitoring during project-related earthmoving in all areas of the project, subject to certain constraints found in MM CR-2.

MM CR-2 Project-related archaeological monitoring shall include the following constraints:

1. All construction-related earthmoving shall be monitored to a depth of ten (10) feet below grade by the Project Archaeologist or his/her designated representative;
2. Once 50 percent of the earth to be moved has been examined by the Project Archaeologist, the Project Archaeologist may, at his or her discretion, terminate monitoring if and only if no buried cultural resources have been detected;
3. If buried cultural resources are detected during monitoring, monitoring must continue until 100 percent of virgin earth within the study area has been disturbed and inspected by the Project Archaeologist or his/her designated representative.
4. Grading shall cease in the area of a cultural artifact or potential cultural artifact as delineated by the Project Archaeologist or his/her designated representative. Grading should continue in other areas of the site while particular find are investigated; and
5. If cultural artifacts are uncovered during grading, they shall be examined by a professional archaeologist subject to MM CR-3, and decisions shall be made as to

mitigation, treatment and/or disposition in consultation with the culturally affiliated Tribe(s), as determined by the City. A mitigation-monitoring report must accompany the artifacts.

MM CR-3 Should buried prehistoric cultural resources be encountered during monitoring, the resources shall be evaluated for significance in consultation with the culturally affiliated Tribe(s), as determined by the City, following CEQA Guidelines prior to continuance of grading in the area.

MM CR-4 The City of Moreno Valley shall designate culturally affiliated Tribe(s) to monitor the project. Qualified representatives of the Tribal Group(s) shall be granted access to the project site to monitor all activities monitored by the Project Archaeologist.

MM CR-5 Prior to the issuance of a grading permit, a City-approved Project Paleontologist shall be retained to initiate and supervise paleontological mitigation-monitoring in all areas of the project, subject to certain constraints found below:

1. Once excavations reach ten (10) feet in depth, monitoring of excavation in areas identified as likely to contain paleontologic resources by a qualified paleontologic monitor or his/her representative must take place.
2. Paleontological monitors shall be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates
3. Monitors shall be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens, and,
4. Monitoring may be reduced if the potentially fossiliferous units described herein are not present, or, if present, are determined upon exposure and examination by qualified paleontologic personnel to have low potential to contain fossil resources.

Conclusion

The Proposed Project would have a less than significant impact to historical, archaeological, and/or paleontological resources with the implementation of Mitigation Measures CR-1 through CR-5 from the HFCP Final EIR. No new impact or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Furthermore, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would impact the prior finding of less than significant impact with mitigation under this threshold.

Threshold (d) Disturb any human remains, including those interred outside of formal cemeteries.

According to the HFCP Final EIR, Parcels 2 and 3 are not located within a known or suspected cemetery and there are no known human remains within Parcels 2 and 3. State law related to the discovery of human remains, specifically California Health and Safety Code §§7050.5 to 7055, provides guidance should human remains be discovered during construction. The likelihood of finding human remains is low and the resulting impact is considered less than significant. Additionally, should human remains be found, Mitigation Measure CR-6 from the HFCP Final EIR would be applicable to the Proposed Project and would

reduce potential impacts to a level of less than significant. This finding is consistent with the findings made in the HFCP Final EIR. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would change the finding of less than significant impact under this threshold.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

MM CR-6 Although considered unlikely, there is always the possibility that ground-disturbing activities may uncover previously unknown human remains. Should this occur, Section 7050.5 of the California Health and Safety Code applies, and the following procedures shall be followed. In the event of an accidental discovery or recognition of any human remains, California Health & Safety Code 7050.5 and California Public Resource Code (PRC) Section 5097.98 must be followed. In this instance, once project-related earthmoving begins and if there is accidental discovery or recognition of any human remains, the following steps shall be taken:

1. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until a determination as to disposition and treatment is made. The Riverside County Coroner shall be contacted to determine if the remains are Native American and if an investigation of the cause of death is required. If the coroner determines the remains to be Native American, the coroner shall contact the NAHC within 24 hours to allow the NAHC to identify the person or persons it believes to be the "most likely descendant" (MLD) of the deceased Native American. The MLD may make recommendations and enter into consultation with the landowner, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98.

Conclusion

The Proposed Project would have a less than significant impact to human remains with the implementation of Mitigation Measure CR-5 from the HFCP Final EIR. No new impact or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Furthermore, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would impact the prior finding of less than significant impact with mitigation under this threshold.

Overall Cultural Resources Impacts Conclusion

With regard to CEQA §21166 and CEQA Guidelines §15162(a), the Proposed Project would not result in any new impacts, or substantially increase the severity of the previously identified impacts, with respect to cultural resources. Therefore, preparation of a subsequent environmental impact report is not warranted.

4.6 Geology and Soils[8]

Summary of Previous Environmental Analysis

The HFCP Final EIR concluded that development of the Highland Fairview Corporate Park would not result in significant impacts relative to geology and soils, and no mitigation is necessary to reduce potential impacts.

Threshold (a) (i-iv) Expose persons or structures to seismic hazards.

Faulting and Seismicity

As discussed in the HFCP Final EIR, the Highland Fairview Corporate Park is located near the San Jacinto Valley Segment of the San Jacinto Fault, located approximately 600 feet northeast of the boundary of the Highland Fairview Corporate Park. Parcels 2 and 3 are not located directly in an area that is underlain by active fault segments; however, due to the proximity of existing faults, strong seismic shaking is possible.

Adherence to standard engineering practices and design criteria relative to seismic and geologic hazards in accordance with the current California Building Code (CBC) would reduce the significance of potential impacts to less than significant. The CBC includes detailed design requirements related to structural design, soils and foundations, and grading to ensure that public safety risks due to seismic shaking are minimized to below significance.

No new impact relative to seismicity of seismic related hazards or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur with the Proposed Project. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that changes the impact determination.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

MM GEO-1 During excavation and grading activities a qualified engineering geologist shall observe the in-grading excavation to confirm the absence of any fault features within the building site. If any currently unknown fault features are observed, such features shall be evaluated by the geologist and, if determined necessary, remediation measures or other measures as appropriate shall be implemented to address such features in accordance with applicable City and State requirements. The geologist's record of observations shall be summarized in a final report to be submitted to the City at the conclusion of excavation/grading activities.

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required.

[8] This section is included because it is included in the HFCP Final EIR. However, the California Supreme Court ruled that an EIR is not required to analyze the effect of the environment-here existing geology and soils on a project. *California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal. 4th 369 (2015).

Threshold (b) Result in substantial erosion or loss of topsoil; and

Threshold (c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse; and

Threshold (d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property.

The HFCP Final EIR concluded that impacts associated with soil erosion, unstable soils, and/or expansive soils were less than significant. Construction associated with development within the Highland Fairview Corporate Park, including Parcels 2 and 3, could produce loose soils, which would be subject to erosion during on-site grading and excavation. Grading and trenching for construction may expose soils to short-term wind and water erosion. The Proposed Project would be required to comply with Best Management Practices (BMPs) thus reducing potential impacts to less than significant levels. Additionally, the Highland Fairview Corporate Park site, which includes Parcels 2 and 3, was found to have a low potential for expansive soils. Parcels 2 and 3 have been previously been graded and are generally flat, and as such, landslide potential is minimal. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would change the finding of less than significant impact under these thresholds.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required.

Threshold (e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewer are not available for the disposal of wastewater.

Septic tanks do not currently exist within the Highland Fairview Corporate Park, nor are they proposed as part of the Proposed Project. As such, no impacts would occur.

No new impact relative to geology and soils or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur with the Proposed Project. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that changes the impact determination.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required.

Overall Geology and Soils Impacts Conclusion

With regard to CEQA §21166 and CEQA Guidelines §15162(a), the Proposed Project would not result in any new impacts, or substantially increase the severity of the previously identified impacts, with respect to geology and soils. Therefore, preparation of a subsequent environmental impact report is not warranted.

4.7 Greenhouse Gas Emissions (Climate Change)

The HFCP Final EIR determined that greenhouse gas (GHG) emissions would result in a significant and unavoidable impact despite the implementation of Mitigation Measures MM GCC-1 through MM GCC-10.

An Air Quality, Greenhouse Gas, and Noise EIR Addendum Analyses Technical Memorandum was prepared by Kimley-Horn and Associates (November 2018) for the Proposed Project. For the purpose of this Addendum, the technical study evaluates construction and operational impacts associated with the Proposed Project relative to impacts identified in the HFCP Final EIR. The Technical Memorandum is included in this Addendum as **Appendix A** and the results are summarized herein.

Threshold (a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

Threshold (b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

The HFCP Final EIR for the Highland Fairview Corporate Park determined that GHG emissions would be significant and unavoidable despite implementation of mitigation. Based on the Project *Trip Generation Consistency Memorandum* prepared by Kimley-Horn (**Appendix D**), the Proposed Project would result in fewer vehicle trips than that predicted for Parcels 2 and 3 in the HFCP Final EIR, and fewer associated GHG emissions, including construction and operational emissions. Additionally, even with the slight increase in total square footage to be constructed on Parcels 2 and 3 (the 200,000 square foot increase in logistics facilities and the 120,000 square foot reduction in commercial facilities) as part of the Proposed Project, the resulting combined emission projections for the Proposed Project, fall below HFCP Final EIR projections for Parcels 2 and 3 under each modeled scenario contained in Appendices A and D.

The SCAQMD has adopted a quantitative GHG emission significance threshold of 10,000 $MTCO_2e$/year to assess direct impacts from industrial projects where the SCAQMD is the lead agency. This threshold was also considered by the SCAQMD GHG CEQA Significance Threshold Stakeholder Working Group. However, no threshold has been formally adopted for use by all lead agencies. The GHG CEQA Significance Threshold Stakeholder Working Group was formed to assist SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State Office of Planning and Research, CARB, the Attorney General's Office, a variety of city and county planning departments in the South Coast Air Basin, various utilities such as sanitation and power companies throughout the South Coast Air Basin, industry groups, and environmental and professional organizations. The numeric threshold was developed to be consistent with CEQA requirements for developing significance thresholds, is supported by substantial evidence, and provides guidance to CEQA practitioners in determining whether GHG emissions from a proposed project are significant.

Operational GHG emissions associated with the Proposed Project are summarized in **Table 4.7-1 (Construction and Operational GHG Emissions [Mitigated]).** The estimated emissions associated with the Proposed Project are compared to the emissions predicted in the HFCP Final EIR for Parcels 2 and 3. **Table 4.7-1** shows project emissions from the Proposed Project are below the SCAQMD 10,000 $MTCO_2e$ threshold and would be 19,906 $MTCO_2e$ less than what was analyzed in the HFCP Final EIR for Parcels 2 and 3.

Table 4.7-1: Construction and Operational GHG Emissions (Mitigated)

Source	Emissions (Metric Tons per Year) CO_2e[1]
Parcels 2 and 3[2] *800,000 square feet of logistics (Parcels 2 and 3)*	
Construction Amortized Over 30 Years	46
Area Source (Landscape Equipment)	0.02
Energy (Electricity and Natural Gas)	412
Mobile Sources (Motor Vehicles)	5,390
Off-road (Forklifts)	141
Stationary (Fire Pumps)	115
Waste	189
Water and Wastewater	818
Total	**7,111**
SCAQMD Industrial Project Threshold	*10,000*
Exceeds SCAQMD Threshold?	**No**
Approved Highland Fairview Corporate Park Final EIR– Parcels 2 and 3 [2, 3] *600,000 square feet of logistics (Parcel 2) in Phase 2 and 120,000 square feet of commercial (Parcel 3) in Phase 3.*	
Construction Amortized Over 30 Years	59
Natural Gas (Energy)	230
Indirect Electricity (Energy)	1,121
Motor Vehicles	25,443
Refrigerants (Area Source)	160
Landscape Equipment (Area Source)	1
Water Transport for Building Uses	37
Water Transport for Landscape	37
Sinks (Onsite Tree Sequestration)[4]	-68
Total	**27,018**
Difference	***-19,906***

CO_2e = carbon dioxide equivalent, a metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential

Notes:

1. Emissions modeled with CalEEMod version 2016.3.2 using ITE 10th Edition trip rates and Final EIR fleet mix and trip lengths. CalEEMod vehicle emissions factors were updated with EMFAC2017 vehicle emissions factors. Mobile source emissions based on ITE 10th Edition trip rates are conservatively presented in this table. Mobile emissions using Skechers trip rates are lower than the emissions shown in this table. Mitigation includes. Refer to Appendix A for model outputs.
2. Emissions in this table are mitigated. HFCP Final EIR Mitigation Measures MM GCC-1 through MM GHG-6 and MM GHG -8 through MM GCC-11 would be required.
3. Parcel 2 and 3 emissions are derived from the approved *HFCP Final EIR*, Table 5.3-27 and Table 5.3-28 (2008).
4. Sequestration emissions were conservatively not included in the emissions modeling for the proposed development on Parcels 2 and 3.

Modeled emissions are broken down into the general categories of mobile sources, water demand, energy consumption, area sources, solid waste, and sequestration. Emissions from the Proposed Project from these categories are discussed below.

Construction. Construction would result in direct GHG emissions. Construction GHG emissions are typically summed and amortized over the lifetime of the project (assumed to be 30 years), then added to

the operational emissions[9]. The amortized emissions associated with the Proposed Project would be 47 $MTCO_2e$ per year. The HFCP Final EIR predicted amortized construction emissions from Parcel 2 and 3 as 59 $MTCO_2eq$. Once construction is complete, the generation of these GHG emissions would cease.

Area Sources. Area source emissions occur from hearths, architectural coatings, landscaping equipment, and consumer products. The Proposed Project involves logistics uses and would not include hearths. Landscaping and consumer products would be limited. Additionally, the primary emissions from architectural coatings are volatile organic compounds, which are relatively insignificant as direct GHG emissions. As shown in **Table 4.7-1**, the Proposed Project would result in 0.02 $MTCO_2e$/year. The difference in water demand related energy consumption is primarily due to building area and land use type, as well as differences in consumption and emissions factors.

Energy Consumption. Energy consumption consists of emissions from project consumption of electricity and natural gas. The Proposed Project would result in 412 $MTCO_2e$/year, while the HFCP Final EIR's prediction for Parcels 2 and 3 would result in 1,351 $MTCO_2e$/year from energy consumption; refer to **Table 4.7-1**. The difference in energy consumption emissions is primarily due to building area and land use type, as well as differences (i.e., updates) in consumption and emissions factors.

Mobile Sources. Mobiles sources from the Proposed Project were calculated with CalEEMod and Highland Fairview Corporate Park emissions were calculated with URBEMIS (the recommended emissions model at the time the HFCP Final EIR was certified). Both CalEEMod and URBMIS use the CARB EMFAC emissions database and project-specific land use data to calculate mobile source emissions. The CalEEMod vehicle emissions factors were manually updated with EMFAC2017 vehicle emissions factors. As shown in **Table 4.7-1**, the HFCP Final EIR predicted Parcel 2 and 3 mobile sources would generate 25,433 $MTCO_2eq$/yr while the emissions predicted from the Proposed Project using the current EMFAC and CalEEMod models would be 5,390 $MTCO_2eq$/yr. This decrease is due to the lower trip generation with the Proposed Project and the fact that the models reflect the fact that emissions improve over time because of regulatory requirements, inspection and maintenance programs, and fleet turnover.

Water Demand. As shown in **Table 4.7-1**, the Proposed Project operations would result in 818 $MTCO_2e$/year, an increase from the 74 $MTCO_2e$ predicted in the HFCP Final EIR for Parcels 2 and 3, from the electricity consumption associated with water conveyance and treatment. The difference in water demand related energy consumption is primarily due to building area and land use type, as well as differences in consumption and emissions factors.

Solid Waste. The Proposed Project operations would result in 189 $MTCO_2e$/year. The HFCP Final EIR did not quantify solid waste emissions for the Highland Fairview Corporate Park.

Sequestration. Sequestration refers to the process of vegetation storing CO_2 (thereby reducing project CO_2 emissions) as landscaping would be added to the site. Conservatively, the emissions modeling for the Proposed Project does not take credit for sequestration. The HFCP Final EIR determined that the vegetation included as landscaping on Parcels 2 and 3 would reduce emissions by 68 $MTCO_2e$/year.

The HFCP Final EIR did not provide specific information regarding Stationary, Off-Road, or Refrigerant Area Source emissions information. Therefore, no direct comparison can be made at this time.

[9] The project lifetime is based on the standard 30-year assumption of the South Coast Air Quality Management District (South Coast Air Quality Management District, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13,* August 26, 2009).

As shown in **Table 4.7-1**, the Proposed Project is estimated to generate fewer GHG emissions than what was considered in the HFCP Final EIR for Parcels 2 and 3. Additionally, the Proposed Project would result in 7,112 $MTCO_2e$ per year, which is below the 10,000 $MTCO_2e$ per year threshold and substantially below the 27,018 $MTCO_2e$ predicted for Parcels 2 and 3 in the HFCP Final EIR, therefore no new impacts would occur. HFCP Final EIR Mitigation Measures MM GCC-1 through MM GHG-6 and MM GHG -8 through MM GCC-11 would be required to reduce GHG emissions[10]. Therefore, there would not be any new or substantially more severe environmental impacts. HFCP Final EIR Mitigation Measures MM GCC-1 through MM GCC-10 would be required to reduce GHG emissions. Furthermore, since the HFCP Final EIR was adopted, state agencies have implemented additional regulations that will further reduce Proposed Project and cumulative GHG emissions, Including:

- California Building Energy Standards and CALGreen Code (effective January 1, 2017);
- Senate Bill 350, approved on October 7, 2015, which increases the state's Renewable Portfolio Standards for electricity providers from 33 percent to 50 percent by December 31, 2030, among other measures;
- California Air Resources Board's Advanced Clean Car program (2012) and Mobile Source Strategy (2016), each of which serve to reduce mobile GHG emissions;
- Executive Order B-16-2012 (Zero Emission Vehicles) which targets having over 1.5 million zero-emission vehicles in the state by 2025;
- Senate Bill 32 (amendments to the California Global Warming Solutions Act) establishing a new target of 40% GHG emission reductions below 1990 levels by 2030;
- Assembly Bill 398 (2017) which extends the state's Cap-and-Trade program through 2030; and
- 2014 and 2017 Scoping Plan Updates (Air Resources Board) which provide a comprehensive plan for the state to achieve its GHG targets through a variety of regulations enacted at the state level.

Mitigation Program

The HFCP Final EIR includes measures to reduce potential impacts associated with the development of the Highland Fairview Corporate Park Project. The following measures from the HFCP Final EIR are applicable to the Proposed Project:

Mitigation Measures from the HFCP Final EIR

MM GCC-1 The project shall be designed to meet applicable 2008 Title 24 energy efficiency requirements, or any more stringent requirements that may be adopted prior to the issuance of building permits for the project.

MM GCC-2 All buildings shall be designed with "cool roofs" using products certified by the Cool Roof Rating Council, and exposed roof surfaces shall use "cool paints."

[10] It should be noted that MM GHG-7 required the use of biodiesel fuel during construction. However, this measure is not considered feasible because biodiesel would result in additional construction NOX emissions (an ozone precursor).
California Air Resources Board, *Final Report CARB Assessment of the Emissions from the Use of Biodiesel as a Motor Vehicle Fuel in California "Biodiesel Characterization and NO_X Mitigation Study"*, October 2011 and California Air Resources Board, *Final Report CARB Comprehensive B5/B10 Biodiesel Blends Heavy-Duty Engine Dynamometer Testing*, June 2014.

MM GCC-3 The project shall install a photovoltaic array (solar panels) or other source of renewable energy generation on-site, or otherwise acquire energy from the local utility that has been generated by renewable sources, to meet the ~~project's Phase 1 office~~ electricity needs of any offices within the development of Parcels 2 and 3.

Note: MM GCC-3 has been amended to refer to possible office use in the development of Parcels 2 and 3.

MM GCC-4 The design and operation of the project shall use ENERGY STAR-qualified energy efficient products for heating and cooling systems, and for built-in appliances and lighting.

MM GCC-5 To reduce vehicle miles traveled and emissions associated with trucks and vehicles, the following measures shall be implemented to the satisfaction of the Community Development Director, Public Works Director, Building Official and Transportation Division Manager:

a) Onsite secure, weather-protected bicycle storage parking shall be provided. Onsite showers (one for males and one for females) and lockers for employees shall be provided in each building. Onsite convenient bicycle parking shall be provided for retail customers.

b) Any traffic lights installed as part of this project shall use Light Emitting Diodes.

c) Pedestrian and bicycle connections shall be provided to surrounding areas consistent with the Existing General Plan.

d) A Transportation Management Association (TMA) shall be established for the project by the applicant. The TMA shall coordinate its efforts with other TMAs in the City and encourage and coordinate carpooling by occupants of the project. The TMA shall advertise its services to the building occupants. The TMA shall offer transit or other incentives to the employees to reduce greenhouse gas emissions. A shuttle shall be provided during any one-hour period where the number of employees using public transit exceeds 20 during the period. The TMA shall distribute public transportation information to its employees. The TMA shall provide electronic message board space for coordinating rides. Within two months after project completion, the TMA shall submit a plan to the City that outlines the measures the TMA has implemented and contact information.

e) There shall be preferential parking for carpools, vanpools, and alternatively fueled vehicles.

MM GCC-6 The project shall provide a minimum of two electric-vehicle charging stations.

Note: Mitigation Measure GCC-7 has been deleted as this measure is not considered feasible because biodiesel would result in additional construction NO_X emissions[11] (an ozone precursor).

[11] California Air Resources Board, *Final Report CARB Assessment of the Emissions from the Use of Biodiesel as a Motor Vehicle Fuel in California "Biodiesel Characterization and NO_X Mitigation Study",* October 2011 and California Air Resources Board, *Final Report CARB Comprehensive B5/B10 Biodiesel Blends Heavy-Duty Engine Dynamometer Testing*, June 2014.

MM GCC-8 Prior to issuance of a grading permit, the project shall have in place a City-approved Solid Waste Diversion and Recycling Plan that demonstrates the diversion and recycling of all salvageable and re-useable wood, metal, plastic and paper products used during project construction. A similar Plan shall be in place prior to occupancy that demonstrates the diversion and recycling of all wood, metal, plastic and paper products during on-going operation of the warehouse and office portions of the project. The Plans shall include the name of the waste hauler, their assumed destination for all waste and recycled materials, and the procedures that will be followed to ensure implementation of this measure.

MMGCC-9 The project shall be certifiable under Leadership in Energy and Environmental Design (LEED). The project shall obtain the following credits from the LEED for New Construction & Major Renovations, version 2.2 (or equivalent): Sustainable Sites Credit 7.1: Heat Island Effect, Non-Roof; LEED Energy & Atmosphere Credit 1, Optimize Energy Performance, in part through installing skylights and utilizing energy efficient lighting. Demonstration of certifiability shall be provided to the satisfaction of the City, prior to the issuance of building permits.

MMGCC-10 The project shall be designed to accommodate trucks utilizing "SmartWay Truck Efficiency" emission reduction features. Trailer tails (extenders) are incompatible with loading docks and are exempt from this measure.

MM GCC-11 Every truck that enters the site with a gross vehicle weight rating over 10,000 pounds shall have an Engine Certification Label. If it does not have the label, it shall be prohibited from entering the project site.

See also MMs AQ-3, AQ-4, AQ-5, and AQ-7 which reduce GHG emissions.

Conclusion

There are no new significant effects or substantial increase in severity of environmental impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required for issues related to GHG emissions.

Overall Greenhouse Gas Emissions Impact Conclusion

With regard to CEQA §21166 and CEQA Guidelines §15162(a), the Proposed Project would not result in any new impacts, or substantially increase the severity of the previously identified impacts, with respect to GHG. As noted in the Air Quality discussion, the Proposed Project's inclusion of roundabouts should further reduce GHG emissions. Therefore, preparation of a subsequent environmental impact report is not warranted.

4.8 Hazards and Hazardous Materials

Summary of Previous Environmental Analysis

The HFCP Final EIR concluded that the development of the Highland Fairview Corporate Park would not result in significant impacts relative to hazards and hazardous materials with implementation of mitigation measures HH-1 through HH-4, which are applicable to the Proposed Project.

Threshold (a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;

Threshold (b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment; and

Threshold (d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and as a result, would create a significant hazard to the public or the environment.

LOR Geotechnical Group prepared several Phase I Environmental Site Assessments (Phase I ESA) for the Highland Fairview Corporate Park site, inclusive of Parcels 2 and 3. Site reconnaissance for the entire Highland Fairview Corporate Park site was performed during several site investigations for individual parcels.

The Phase I ESA reports concluded that no significant hazards exist on the Highland Fairview Corporate Park site, and as such, no impacts would occur. No aspect of the Proposed Project would change or increase the HFCP Final EIR's determination. As such, no new impact relative to hazards and/or hazardous materials or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur with the Proposed Project. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that changes the impact determination.

The HFCP Final EIR determined that depending on the combustibility and flammability of the contents inside the future buildings, a structure fire has the ability to create heavy smoke, flame, and fire conditions. These conditions have the potential to affect people located up to one-half mile from the Highland Fairview Corporate Park. To prevent such effects from occurring, the City of Moreno Valley currently maintains fires services and strategies at a level that are sufficient to accommodate municipal demands such as residential, commercial, industrial, and wildland-urban interface needs. Nevertheless, the HFCP Final EIR identified that buildout of the Highland Fairview Corporate Park, inclusive of Parcels 2 and 3, as having the potential for fire and smoke hazards which could represent a significant impact. As such, Mitigation Measures HH-1 through HH-4 of the HFCP Final EIR are applicable to the Proposed Project. With implementation of Mitigation Measures HH-1 though HH-4, less than significant impacts would occur. Accordingly, no new impact or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would change the impact finding.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

The following mitigation measures from the HFCP Final EIR are applicable to the Proposed Project:

MM HH-1 The fire protection system will be designed per National Fire Protection Agency (NFPA) 13 to provide an Early Suppression Fast Response (ESFR) sprinkler system protection. Temperature rating of sprinkler heads to be per the Fire Department's requirements.

MM HH-2 A complete on-site fire protection underground system shall be provided per NFPA 24 and specific requirements of the local authorities. This system shall include hydrants, sectional valves, backflow prevention, and Fire Department connections.

MM HH-3 Riser assemblies shall include mechanical alarm valves. System control valves shall either be riser mounted with wall post extensions or exterior post indicator valves as required by the local authority. All required devices for central station alarm system interface shall be provided.

MM HH-4 System design, material, and installation shall comply with NFPA 13 and the other previous NFPA standards. It shall also comply with CBC and UFC standards. Approvals will also be obtained from the owner's insurance authority.

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new or refined mitigation measures are required.

Threshold (c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

The nearest school site, the Calvary Chapel Christian School, is located approximately 1.3 miles northwest of Parcels 2 and 3. However, the Proposed Project is not anticipated to house or utilize significant hazardous materials, and as such, no significant impacts are anticipated. Accordingly, no new impact or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would change the impact finding.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required.

Threshold (e) For a Project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard for people residing or working the project area; and

Threshold (f) For a project located within the vicinity of a private airstrip, result in a safety hazard for people residing or working the project area.

The nearest airport or private airstrip is the March Air Force Base, located approximately 7.3 miles southwest of Parcels 2 and 3. Parcels 2 and 3 are not within an airport land use plan or within the vicinity of a public or private airport. Thus, the Proposed Project would not result in a safety hazard impact to people residing or working in the area. Accordingly, no new impact or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would change the impact finding.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required.

Threshold (g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

The Proposed Project would introduce new onsite land uses including employees who would be subject to emergency evacuation or response in the event of a major disaster. The Proposed Project would not interfere with an adopted emergency response or evacuation plan. Parcels 2 and 3 are located at the urban fringe and do not interfere with access to any other area. As such, Proposed Project would not interfere with an adopted emergency response plan and/or the emergency evacuation plan and less than significant impacts would occur. Accordingly, no new impact or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would change the impact finding.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required.

Threshold (h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

The Proposed Project is not located within an area identified as a high fire potential area by the County of Riverside. Parcels 2 and 3 are serviced by the Moreno Valley Fire Department. The nearest fire station to

the two Parcels is located at 28040 Eucalyptus Ave, Moreno Valley, CA 92555. Accordingly, no new impact or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would change the impact finding.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required.

Overall Hazards-Related Impacts Conclusion

With regard to CEQA §21166 and CEQA Guidelines §15162(a), the Proposed Project would not result in any new impacts, or substantially increase the severity of the previously identified impacts, with respect to hazards and hazardous materials. Therefore, preparation of a subsequent environmental impact report is not warranted.

4.9 Hydrology and Water Quality

Summary of Previous Environmental Analysis

The HFCP Final EIR concluded that the development of the Highland Fairview Corporate Park would not result in significant impacts relative to hydrology and water quality, and no mitigation is necessary to reduce potential impacts.

Threshold (a) Violate any water quality standards or waste discharge requirements; and

Threshold (f) Otherwise substantially degrade water quality.

The HFCP Final EIR found hydrology and water quality impacts to be less than significant. Impacts related to water quality would range over two different periods: 1) during the earthwork and construction phase, when the potential for erosion, siltation, and sedimentation would be the greatest; and 2) following completion of the Highland Fairview Corporate Park, when impacts related to sedimentation would decrease markedly, but those associated with urban runoff would increase.

Prior to the issuance of grading or construction permits, the applicant will prepare a Stormwater Pollution Prevention Plan (SWPPP) that conforms to the State Water Resources Control Board (SWRCB) National Pollutant Discharge Elimination System (NPDES) permit. The SWPPP is required to identify best management practices (BMPs) to prevent construction-related pollutants from reaching stormwater and all products of erosion from moving offsite. Conformance with the mandatory requirements of the specific SWPPP will ensure that no substantial degradation of water quality associated with short-term construction activities would occur. Therefore, water quality and discharge impacts are less than significant.

Long-term stormwater quality concerns associated with the Proposed Project would be managed pursuant to a City-approved Water Quality Management Plan (WQMP) for Parcels 2 and 3 (City of Moreno Valley Ordinance Nos. 359 and 665). The applicant has submitted a Project-Specific WQMP (dated January 2019) which will be reviewed by City staff as part of the Plot Plant review. The Proposed Project would increase the potential of stormwater runoff transporting contaminants from roadway surfaces, lawns, driveways, parking lots, roofs and other exposed structural and landscape surfaces into the storm drain system. Typical urban runoff contaminants (i.e., oil, grease, surfactant, heavy metals, solvents, pesticides, nutrients, or fecal coliform bacteria) can be expected within runoff. Implementation of typical site-specific Best Management Practices (BMPs) will reduce water pollution sources on developed sites to the maximum extent feasible. Source reduction techniques have proven to be the most cost-effective ways of avoiding or reducing water pollution from urban runoff.

As such, upon adherence to existing State water quality requirements impacts from the Proposed Project would be less than significant in this regard.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

Compliance with existing State water quality requirements would avoid or minimize any violations of water quality standards or waste discharge requirements. The Proposed Project would have a less than significant impact to water quality. No new impact relative to water quality or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur.

Threshold (b) Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).

The Proposed Project would increase the amount of impervious surfaces onsite. The conversion of permeable land to impervious surfaces could reduce groundwater recharge. According to the Geotechnical Report prepared by Leighton and Associates in 2007 for the Highland Fairview Corporate Park, groundwater levels beneath the Highland Fairview Corporate Park site are reported to be in excess of 110 feet below ground surface. Due to the depths of groundwater from the existing ground surface, recharge on the Highland Fairview Corporate Park, including Parcels 2 and 3, is minimal. Stormwater captured from Parcels 2 and 3 would be released into the existing downstream drainages. Most of the downstream drainage courses are open channel with a soft bottom which permits percolation. Accordingly, no new impact or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would change the impact finding.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required.

Threshold (c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site; and

Threshold (d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.

As noted above Parcels 2 and 3 are located within an urbanized area. The HFCP Final EIR found that impacts associated with drainage to be less than significant. Parcels 2 and 3 were previously mass graded when the existing Skechers facility was developed. The Proposed Project would not substantially alter the existing drainage patterns of the site or vicinity. Parcels 2 and 3 do not include any streams, rivers or other water bodies, which could be altered by the Proposed Project. The site is mostly flat. The Proposed Project

would be required to implement storm drainage improvements. The applicant has submitted a Preliminary Hydrology Study (dated January 2019) as part of the Plot Plan review process.

The HFCP Final EIR determined that impacts to stormwater drainage facilities would be less than significant with the implementation of proposed detention facilities. These improvements were designed to service buildout of the entire Highland Fairview Corporate Park site. These improvements were previously developed and constructed as part of the development of the Skechers building. These detention facilities are designed to adequately reduce runoff volume and concentration leaving Parcels 2 and 3. Therefore, impacts would be less than significant.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required.

Threshold (e) Create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.

The Proposed Project would not create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide additional sources of polluted runoff. As previously addressed, the Proposed Project would require the preparation of an SWPPP that details construction and post-construction measures to control surface runoff in a manner that is consistent with the requirements identified in the HFCP Final EIR. Therefore, associated impacts are considered less than significant. Accordingly, no new impact or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would change the impact finding.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required.

Threshold (g) Place housing/structures within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map; and

Threshold (h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows.

The Proposed Project does not include housing, nor would it allow for the development of housing in the future. Additionally, Parcels 2 and 3 are not located within a 100-year flood hazard area. Accordingly, no new impact or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would change the impact finding.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required.

Threshold (i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.

The nearest dam is approximately 5 miles downstream of Parcels 2 and 3. Because of the dam's downstream location, there is no risk of dam failure impact to Parcels 2 and 3. There are no levees located within the vicinity of Parcels 2 and 3. Accordingly, no new impact or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would change the impact finding.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required.

Threshold (j) Result in inundation by seiche, tsunami or mudflow.

Parcels 2 and 3 are not located near the coastline of the Pacific Ocean, or near any large continental bodies of water, and as such, the likelihood of a seiche or tsunami is minimal. Additionally, Parcels 2 and 3 and surrounding areas do not contain significant slopes that could create the potential for mudflow incidents. Accordingly, no new impact or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would change the impact finding.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required.

Overall Hydrology and Water Quality Conclusion

With regard to CEQA §21166 and CEQA Guidelines §15162(a), the Proposed Project would not result in any new impacts, or substantially increase the severity of the previously identified impacts, with respect to hydrology and water quality. Therefore, preparation of a subsequent environmental impact report is not warranted.

4.10 Land Use and Planning

Summary of Previous Environmental Analysis

The HFCP Final EIR concluded that the development of the Highland Fairview Corporate Park would not result in significant impacts relative to land use and planning with the implementation of Mitigation Measure LU-1.

Threshold (a) Physically divide an established community.

The Proposed Project is consistent with the Skechers logistics facility directly east of Parcel 3. Parcels 2 and 3 also abut the 60 freeway to the north and vacant land to the west and south. The area immediately adjacent and south of Parcels 2 and 3 is the World Logistics Center Specific Plan area, planned for over 40 million square feet of logistics uses. The Proposed Project would be compatible with this adjacent planned land use. As such, the Proposed Project would not divide an established community. Accordingly, no new impact or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would change the impact finding.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required.

Threshold (b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

As previously discussed, the Proposed Project would include a General Plan Amendment to change the Land Use Map to reflect the proposed land use change on Parcel 3 from Commercial to Business Park. Additionally, a Change of Zone for Parcel 3 is proposed to change the zoning from Community Commercial to Light Industrial. Parcel 2 would remain zoned Light Industrial and would continue to have a General Plan Land Use Designation of Business Park. **Table 4.10-1, General Plan Consistency Analysis,** identifies consistency with the General Plan. As noted in the Project Description, as determined necessary by the City Council, the General Plan Amendment may include clarification of Circulation Element objective 5.5.2 or others, to indicate that roundabouts are an acceptable method to achieve the City's Circulation Element objectives (refer to **Section 4.16, Traffic/Transportation** for additional discussion).

Table 4.10-1: Table General Plan Goals and Policies Proposed Project Consistency

General Plan Goals and Policies	Proposed Project Consistency
Goal 2.1: A pattern of land uses, which organizes future growth, minimizes conflicts between land uses, and which promotes the rational utilization of presently underdeveloped and undeveloped parcels.	**Consistent** - The proposed uses are consistent with the uses surrounding the Project site. A General Plan Amendment would make Parcels 2 and 3 more consistent with surrounding uses.
Objective 2.4: Provide commercial areas within the City that are conveniently located, efficient, attractive, and have safe and easy pedestrian and vehicular circulation in order to serve the retail and service commercial needs of Moreno Valley residents and businesses.	**Consistent** –The General Plan Amendment still allows for the potential future development of commercial uses onsite. Additionally, eastern Moreno Valley currently contains ample commercial square footage (both occupied and vacant) to service that portion of the community.
Policy 2.4.1: The primary purpose of areas designated Commercial is to provide property for business purposes, including, but not limited to, retail stores, restaurants, banks, hotels, professional offices, personal services and repair services. The zoning regulations shall identify the particular uses permitted on each parcel of land, which could include compatible noncommercial uses. Commercial development intensity should not exceed a Floor Area Ratio of 1.00 and the average floor area ratio should be significantly less.	**Consistent** –The General Plan Amendment still allows for the potential future development of commercial uses onsite. Additionally, eastern Moreno Valley currently contains ample commercial square footage (both occupied and vacant) to service that portion of the community.
Objective 2.5: Promote a mix of industrial uses which provide a sound and diversified economic base and ample employment opportunities for the citizens of Moreno Valley with the establishment of industrial activities that have good access to the regional transportation system, accommodate the personal needs of workers and business visitors; and which meets the service needs of local businesses.	**Consistent** - The Proposed Project contributes to the City's mix of industrial uses. Parcels 2 and 3, with their proximity and direct access to SR-60, meets this Objective's emphasis on utilizing existing transportation infrastructure. The Proposed Project will also provide sufficient parking for workers and business visitors, outdoor patios for employees, and extensive landscaping to create an aesthetically pleasing environment.
Policy 2.5.1: The primary purpose of the areas designated Business Park/Industrial (BP/I) is to provide for manufacturing, research and development, warehousing and distribution, as well as office and support commercial activities. The zoning regulations shall identify the particular uses permitted on each parcel of land. Development intensity should not exceed a Floor Area Ratio (FAR) of 1.00 and this average floor area ratio should be significantly less.	**Consistent** - The purpose of the Proposed Project is to allow for additional logistics based uses in an area where this type of development already occurs. This is consistent with the purposes designated in the Business Park/Industrial zones.
Policy 2.5.2: Locate manufacturing and industrial uses to avoid adverse impacts on surrounding land uses.	**Consistent** - Parcels 2 and 3 are located adjacent to SR-60. The vast majority of the traffic generated by the development of future facilities on Parcels 2 and 3 would use Redlands Boulevard and World Logistics Center Parkway between Eucalyptus Avenue and SR-60

General Plan Goals and Policies	Proposed Project Consistency
	and will not use other City streets. Parcels 2 and 3 are located in an area already identified for existing and future manufacturing and industrial uses with limited residential uses adjacent to Parcels 2 and 3. This will limit adverse impacts to adjacent land uses.

As identified in Table 4.10-1, the Proposed Project would be consistent with the applicable goals and policies of the General Plan.

Table 4.10-2, Zoning Goals and Policies Project Consistency, includes zoning goals and policies related to both commercial and industrial uses.

Table 4.10-2: Zoning Goals and Policies Proposed Project Consistency

Applicable Zoning Codes	Proposed Project Consistency
Zoning Code Section 9.05.010: The primary purpose of the industrial districts is to provide a sound and diversified economic base and ample employment opportunities for the citizens of Moreno Valley. It is the further intent of this chapter to accomplish this through the establishment of a specific, well-defined pattern of industrial activities which is compatible with residential, commercial, institutional, and open space uses located elsewhere in the community; has good access to the regional transportation system; accommodates the personal needs of workers and business visitors; and which meets the service needs of local businesses.	**Consistent -** The Proposed Project is consistent with the industrial land use plan established for properties adjacent to and directly south of SR-60, beginning at Petit Street and continuing along the southern perimeter of Gilman Springs Road at Alessandro Boulevard. The Proposed Project fit within the anticipated uses to create a well-defined pattern of industrial activity in the eastern end of the City. The proposed Change of Zone would replace the existing Community Commercial designation on the western portion of the site with a Light Industrial designation, which provides for logistics uses. The Proposed Project also meet the Zoning Code intent to provide good access to regional transportation, as the site's primary access leads directly to SR-60.
Zoning Code Section 9.04.010: A. It is the purpose of this chapter to provide regulations which implement those goals, objectives and policies of the general plan which are aimed toward the provision of commercial areas within the city. It is the further intent of this chapter to serve the retail and service commercial needs of Moreno Valley residents and businesses through the establishment of a specific, well-defined pattern of commercial activity which is conveniently located, efficient and attractive, with safe pedestrian and vehicular circulation. B. In addition to the above, the commercial districts are included in the zoning regulations to achieve the following purposes:	**Consistent** – The Highland Fairview Corporate Park, as approved in 2009, allows up to 200,000 square feet of commercial development. The Proposed Project will not affect the up to 80,000 square feet of commercial development (Parcel 4), all of which will be consistent with applicable zoning.

Applicable Zoning Codes	Proposed Project Consistency
1. To provide appropriately located areas for office uses, retail stores, service establishments and commercial commodities and services required by residents of the city and the surrounding market area; 2. To encourage concentration of office and commercial uses for the convenience of the public and to secure a more mutually beneficial relationship to each other; 3. To provide adequate space, off-street parking and loading areas to meet the needs of modern commercial development; 4. To minimize traffic congestion from commercial development and to avoid the overloading of utilities by restricting the construction of buildings of excessive size in relation to the amount of land around them; 5. To promote compatibility between commercial properties and adjoining noncommercial uses; and 6. To promote high standards of site planning, architecture and landscape design for office and commercial developments within the city. (Ord. 359, 1992)	

As identified in Table 4.10-2, the Proposed Project would be consistent with the applicable zoning code for the City.

The General Plan Amendment and Change of Zone would allow for the consolidation of Parcels 2 and 3 for the future development of logistic facilities uses consistent with the Business Park Land Use Designation and Light Industrial Zoning designation. The approval of the Change of Zone and General Plan Amendment would alleviate inconsistencies with the existing applicable land use policies. Additionally, while the Proposed Project includes a General Plan Amendment from Commercial to Business Park for Parcel 3, the Highland Fairview Corporate Park, as modified by the Proposed Project, will retain commercial zoning for Parcel 4 of the Highland Fairview Corporate Park. As such, the General Plan Amendment and Change of Zone still allow for the potential future development of commercial uses onsite. As discussed further in Section 4.16, Traffic/Transportation, the City Council may determine that a modification to Circulation Element Objective 5.5.2 (other others) is required to clarify that roundabouts are an acceptable method to achieve Circulation Element objectives. Accordingly, less than significant impacts would occur.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

Mitigation Measure LU-1 from the HFCP Final EIR is no longer applicable to the Proposed Project. Similar to MM AQ-13, this mitigation measure has been satisfied through the adoption of the World Logistics Center Specific Plan.

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required.

Threshold (c) Conflict with any applicable habitat conservation plan or natural communities' conservation plan.

The Proposed Project is within an adopted multiple species habitat conservation plan (MSHCP) area. The Proposed Project's consistency with the MSHCP is a potentially significant impact for which mitigation is required to reduce impacts to a level that is less than significant. Mitigation Measures BR-2 and BR-4 of the HFCP Final EIR would reduce potential impacts to a level of less than significant. Accordingly, no new impact that would conflict with the MSHCP or substantially increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. The Proposed Project would have a less than significant impact.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

Mitigation Measures BR-2 and BR-4 are not applicable to the Proposed Project, as the Project Applicant has already paid the mandatory mitigation fees prior to mass grading the entire Highland Fairview Corporate Park site, inclusive of Parcels 2 and 3. As such, Mitigation Measures BR-2 and BR-4 have already been satisfied.

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required.

Overall Land Use Impacts Conclusion

With regard to CEQA §21166 and CEQA Guidelines §15162(a), the Proposed Project would not result in any new impacts, or substantially increase the severity of the previously identified impacts, with respect to land use and planning. Therefore, preparation of a subsequent environmental impact report is not warranted.

4.11 Mineral Resources

Summary of Previous Environmental Analysis

The HFCP Final EIR concluded that development of the Highland Fairview Corporate Park would not result in significant impacts related to mineral resources, and no mitigation is necessary to reduce potential impacts.

Threshold (a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state; and

Threshold (b) Result in the loss of availability of a locally important mineral resources recovery site delineated on a local general plan, specific plan, or other land use plan.

According to the General Plan, there are no known mineral resources on Parcels 2 or 3. Historical use of the property was for ranching and agricultural practices prior to the Highland Fairview Corporate Park site being mass graded as part of the HFCP Skechers project. Additionally, the California Division of Mines and Geology has not identified significant mineral resources within the City of Moreno Valley or Parcels 2 or 3. Thus, the Proposed Project would not result in known mineral loss that is of value to the region or to residents of the state. Additionally, according to the General Plan and the Riverside County General Plan, Parcels 2 and 3 do not contain any a locally-important mineral resource recovery site. Therefore, there are no impacts to a locally important mineral resource. No new impact relative to mineral resources or substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur with Proposed Project. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would impact the prior finding of no significant impact to mineral resources.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Overall Mineral Resources Impacts Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required for issues related to mineral resources. With regard to CEQA §21166 and CEQA Guidelines §15162(a), the Proposed Project would not result in any new impacts, or substantially increase the severity of the previously identified impacts, with respect to mineral resources. Therefore, preparation of a subsequent environmental impact report is not warranted.

4.12 Noise

Summary of Previous Environmental Analysis

The HFCP Final EIR determined that Mitigation Measures MM N-1 through MM N-5 would bring construction noise levels into compliance with the Moreno Valley Noise Ordinance and reduce impacts from construction noise to less than significant levels. Operational traffic noise impacts and on-site operational activities would also be less than significant. However, cumulative traffic noise impacts to residences along two roadway segments north of SR-60 are anticipated to be greater than 65 CNEL. Soundwall mitigation is not considered feasible and cumulative noise impacts at these locations were determined to be significant and unavoidable.

An Air Quality, Greenhouse Gas, and Noise EIR Addendum Analyses Technical Memorandum was prepared by Kimley-Horn and Associates (November 2018) for the Proposed Project. For the purpose of this Addendum, the technical study evaluates construction and operational impacts associated with the Proposed Project relative to impacts identified in the HFCP Final EIR. The Technical Memorandum is included in this Addendum as Appendix A and the results are summarized herein.

Proposed Project Specific Analysis:

Threshold (a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;

Threshold (b) Exposure of persons to or generation of, excessive groundborne vibration or groundborne noise levels.

Threshold (c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

Threshold (d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

The HFCP Final EIR for the Highland Fairview Corporate Park determined that construction and operational noise impacts would be less than significant with the implementation of construction noise mitigation measures. Cumulative traffic noise impacts would be significant and no feasible mitigation is available. Based on the Project *Trip Generation Consistency Memorandum* prepared by Kimley-Horn (Appendix D), the Proposed Project would result in fewer vehicle trips than predicted for Parcels 2 and 3 in the HFCP Final EIR, with associated reduction in Proposed Project-related motor vehicle noise. Fewer vehicle trips would reduce the severity of the cumulative noise impacts identified in the HFCP Final EIR. HFCP Final EIR Mitigation Measures MM N-1 and MM N-3 through MM N-5 would be required to reduce construction noise impacts. Therefore, construction-related noise would not increase and no new impacts would occur.

Mitigation Program

The HFCP Final EIR includes measures to reduce potential impacts associated the development of the Highland Fairview Corporate Park. The following measures from the HFCP Final EIR are applicable to the Proposed Project:

Mitigation Measures from the HFCP Final EIR

MM N-1 **No Construction Vehicles on Redlands Boulevard south of Future Eucalyptus Avenue.** Other than construction vehicles necessary for identified offsite improvements within Redlands Boulevard, no construction vehicles shall be allowed in the vicinity of any residences on Redlands Boulevard south of existing Fir/future Eucalyptus Avenue. The prohibition for construction traffic shall apply to all phases of the proposed project.

Note that MM N-2 has been satisfied with City approval of the WLC Specific Plan.

MM N-3 **Daytime Construction Noise.** City grading hours are from 7 a.m. to 6 p.m., Monday through Friday. If project site grading activities must occur within 560 feet of noise-sensitive land uses during the daytime (7 a.m. to 8 p.m.), then temporary sound barriers of sufficient height and density to reduce daytime noise levels to 60 dBA (Leq) or less shall be placed between the grading activities and the noise-sensitive land uses. Prior to the issuance of a grading permit, the developer shall submit an NRCP to the City as part of the grading permit submittal showing the limits of daytime construction based on the 560-foot setback in relation to the location of occupied residential dwellings and their associated parcels and other noises sensitive uses.

In the event any new residential units or other noise-sensitive land uses are built and occupied in the vicinity of the project site prior to completion of Phase 1 construction, the NRCP shall be modified to show the revised new 560-foot setback for daytime construction and grading activities in relation to the new residences.

With the implementation of this mitigation measure, the loudest noise level that would be experienced at any developed residential parcel would be less than 60 dBA (Leq) during the daytime, and these levels would be consistent with the limits established in the City's Noise Ordinance. Compliance with these standards during Phase 1 construction of the project should be assured through the NRCP and periodic monitoring of noise levels at developed residential parcels within 560 feet of the project site. This mitigation measure does not apply to off-site construction.

MM N-4 **Require Equipment Maintenance.** All construction equipment shall be maintained in good working order and fitted with the appropriate silencers, mufflers or acoustic covers where applicable.

MM N-5 **Locate Material Stockpiles 1,200 Feet from Residences south of the Freeway.** Material stockpiles shall be located at least 1,200 feet from residences south of future Eucalyptus Avenue along World Logistics Center Parkway (formerly Theodore Street) and Redlands Boulevard. Remotely locating the stockpiles reduces the noise at the residences from equipment traveling to and from the stockpiles and the noise that is sometimes associated with handling of material. *Note: This Mitigation Measure has been fulfilled through the adoption of the World Logistics Center Specific Plan.*

Note: Mitigation Measure MM N-5 has been updated to reflect the current street name.

Threshold (e) **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels; and**

Threshold (f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels.

The Proposed Project is not located within an airport land use plan and is not located within two miles of a public airport or public use airport. The nearest private airport to Parcels 2 and 3 is Redlands Municipal Airport, located approximately 10 miles to the north. Due to the distance, noise levels from aircraft activities associated with airports will be less than significant. Accordingly, no new impact or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would change the impact finding.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Overall Noise Impact Conclusion

With regard to CEQA Section 21166 and CEQA Guidelines Section 15162(a), the Proposed Project would not result in any new impacts, or substantially increase the severity of the previously identified impacts, with respect to noise. Therefore, preparation of a subsequent environmental impact report is not warranted.

4.13 Population and Housing

Summary of Previous Environmental Analysis

The HFCP Final EIR concluded that the development of the Highland Fairview Corporate Park would not result in significant impacts relative to population and housing, and no mitigation is necessary to reduce potential impacts.

Threshold (a) Induce substantial population growth in an area, either directly or indirectly; and

Threshold (b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; and

Threshold (c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

The HFCP Final EIR found less than significant impacts to population and housing. The Proposed Project would not involve residential development. Additionally, Parcels 2 and 3 are vacant and not zoned or designated for residential uses.

The Proposed Project, as a logistics facility, will create jobs, the development of which could induce population growth. However, the HFCP Final EIR calculated job generation for the site and found that population induced by jobs would be less than significant. The Proposed Project would allow for up to 800,000 square feet of logistics land uses. Actual employment generation of the Proposed Project would depend on ultimate end users, but are anticipated to be similar to what was assumed in the HFCP Final EIR. The Proposed Project is anticipated to reduce the number of jobs by 200 compared to the HFCP Final EIR, due to the reduction of 120,000 square feet of commercial uses and the addition of 200,000 square feet of logistics uses (see footnote 1 on page 5.12-30 of the Draft EIR). Given the need for jobs in Moreno Valley and the reduction in proposed jobs, the need for additional housing will be even lower than predicted in the HFCP Final EIR. Accordingly, no new impact relative to population and housing or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would impact the prior finding of no significant impact to population and housing.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Overall Population and Housing Impact Conclusion

With regard to CEQA §21166 and CEQA Guidelines §15162(a), the Proposed Project would not result in any new impacts, or substantially increase the severity of the previously identified impacts, with respect to population and housing. Therefore, preparation of a subsequent environmental impact report is not warranted.

4.14 Public Services

Summary of Previous Environmental Analysis

The HFCP Final EIR concluded that the development of the Highland Fairview Corporate Park would not result in significant impacts relative to public services.

Threshold (a) **Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for: fire protection, police protection, schools, and other public facilities.**

Fire

Parcels 2 and 3 are serviced by the Moreno Valley Fire Department. The nearest fire station to the site is located at 28040 Eucalyptus Ave, Moreno Valley, CA 92555. As discussed in the HFCP Final EIR, all future development onsite would be required to implement fire suppression systems consistent with the most recently approved fire codes at the time development occurs. Municipal Code 3.42.060, Fire Facilities Commercial and Industrial Development Impact Fees, states that these fees shall be paid by applicants for commercial and industrial projects in the amounts adopted by the City Council by resolution from time to time. Neither building permit nor occupancy permit will be issued for any new commercial, industrial, or other nonresidential building or structure unless the specified fees are paid. It should also be noted that the World Logistics Center Specific Plan requires the provision of a fire station located south of Parcels 2 and 3. The Proposed Project includes less commercial use, which has a higher demand on public services due to higher employee and visitor populations, and as such it would generally have less demand for fire services. Accordingly, no new impact or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would change the impact finding.

Police

Police services for the Proposed Project would be provided by the Moreno Valley Police Department. The nearest police station to Parcels 2 and 3 is located at 22850 Calle San Juan De Los Lagos, Moreno Valley, CA 92553. Pursuant to Moreno Valley Municipal Code Section 3.42.070, the Proposed Project is subject to Police Facilities Commercial and Industrial Development Impact Fees. These fees contribute to the police services facilities provided for in the Existing General Plan area and Capital Improvement Projects. The fees provide financing for the acquisition of land for police facilities as well as design, construction, improvements, and maintenance to the extent permitted by law. The Proposed Project includes less commercial use, which has a higher demand on public services due to higher employee and visitor populations, and as such it would generally have less demand on police services. Accordingly, no new impact or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would change the impact finding.

Schools

The Proposed Project does not propose future uses that would impact schools. Additionally, the Proposed Project will require the payment of school impact mitigation fees. The Proposed Project includes less commercial use, which has a higher demand on public services due to higher employee and visitor populations, and as such it would generally have less demand on school services. Accordingly, no new impact relative to schools or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would impact the prior finding of no significant impact to schools.

Parks

The Proposed Project does not propose future uses that would impact parks. The Proposed Project includes less commercial use, which has a higher demand on public services due to higher employee and visitor populations, and as such it would generally have less demand on parks. Accordingly, no new impact relative to parks or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would impact the prior finding of no significant impact to public services.

Other Public Facilities

There is a slight potential for the Proposed Project to generate a few new residents in the City. Although the exact number is speculative, the increase is not expected to be substantial and new demands on public or civic facilities are unlikely to occur (per prior discussion in Section 4.13 of this Addendum, the Proposed Project is anticipated to result in a slight reduction in jobs and associated indirect housing demand, with associated reductions in demand for public services). To the extent that there are increases in the City's population as a result of the Proposed Project, the needs, and the methods to satisfy those needs, have already been accounted for as part of the City's projected population and residential development growth, as set forth in the Existing General Plan. The Proposed Project includes less commercial use, which has a higher demand on public services due to higher employee and visitor populations, and as such it would generally have less demand on public services. Accordingly, physical impacts related to the construction or alteration of new civic or public facilities are less than significant.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Overall Public Services Impact Conclusion

With regard to CEQA §21166 and CEQA Guidelines §15162(a), the Proposed Project would not result in any new impacts, or substantially increase the severity of the previously identified impacts, with respect to public services. Therefore, preparation of a subsequent environmental impact report is not warranted.

4.15 Recreation

The HFCP Final EIR concluded that development of the Highland Fairview Corporate Park would not result in significant impacts relative to recreation and no mitigation is necessary.

Threshold (a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; and

Threshold (b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

There is a potential for the Proposed Project to generate a few new residents in the City, although fewer than predicted in the HFCP Final EIR (see prior discussion in Section 4.13 of this Addendum). Although the exact number is speculative, the increase is not expected to be substantial and new demands on existing parks or contributions to the existing deficit are unlikely to occur. To the extent that there are increases in the City's population as a result of the development of the Proposed Project, the needs, and the methods to satisfy those needs, have already been accounted for as part of the City's projected population and residential development growth, as set forth in the Existing General Plan. Currently, there are no City recreational facilities near Parcels 2 and 3 that would be used by employees; therefore, no impacts are likely to occur. The Proposed Project includes less commercial use, which has a higher demand on public services due to higher employee and visitor populations, and as such the Proposed Project would generally have less demand on recreational facilities. Accordingly, physical impacts related to the construction or alteration of new recreational facilities are less than significant.

Accordingly, no new impact relative to recreation or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would impact the prior finding of no significant impact to recreation.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Overall Recreation Impact Conclusion

With regard to CEQA §21166 and CEQA Guidelines §15162(a), the Proposed Project would not result in any new impacts, or substantially increase the severity of the previously identified impacts, with respect to recreation. Therefore, preparation of a subsequent environmental impact report is not warranted.

4.16 Transportation/Traffic

Summary of Previous Environmental Analysis

The HFCP Final EIR concluded that the development of the Highland Fairview Corporate Park would not result in significant and unavoidable traffic impacts, after implementation of mitigation. Additionally, a Trip Generation Consistency Analysis was prepared by Kimley-Horn (October 2018) to determine consistency with the previous trip analysis in the HFCP Final EIR and is located in **Appendix D** of this document.

Threshold (a) **Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections).**

Threshold (b) **Exceed, either individually or cumulatively, level of service standard established by the county congestion management agency for designated roads or highways.**

Appendix D contains a trip generation comparison between those expected to be generated by the development of Parcels 2 and 3, based on the analysis in the HFCP Final EIR, and the Proposed Project. The comparison assumes an 800,000-sf logistics building and uses both the ITE 10th Edition trip generation factors and the actual traffic counts from the existing Sketchers building. The Sketchers Expansion Trip Generation Study, found as Attachment B to **Appendix D,** was used as the basis for the Proposed Project's traffic analysis. That study found that the actual truck traffic rates observed from the Sketchers facility was much lower than originally forecasted in the HFCP Final EIR (see Table **4.16-1** below). Therefore, the rates calculated from the Sketchers Expansion Trip Generation Study are recommended for application in this study.

These two scenarios are summarized in **Table 4.16-2, Trip Generation Rate Scenarios**, below. The most reasonably foreseeable scenario is Scenario A as reflected in Table 2 of **Appendix D**, which uses actual trip rates for the Skechers building for Parcels 1 (existing Skechers building) and Parcels 2 and 3 (future logistics building anticipated to be similar to Skechers).

Under this Scenario A from **Table 4.16-2** and **Appendix D**, the Proposed Project would generate 737 average daily trips (ADT) from Parcels 2 and 3 compared to 7,614 ADT assumed in the HFCP Final EIR for both parcels.[12] Peak hour trips would similarly be reduced, from 570 PM peak hour trips assumed in the HFCP Final EIR, to 46 PM peak hour trips with the Proposed Project. This was due mainly to the conversion of Parcel 3 from Commercial to Logistics use. The change reduced the ADT of parcel 3 from 6,600 to 184 in Table 2's scenario. Other modeling assumptions reflected in **Appendix D** would also result in reduced trips compared to what was assumed in the HFCP Final EIR. **Appendix D** Tables 2-4 also shows that, when converting all trucks to "passenger car equivalents," the Proposed Project still results in substantially fewer truck trips than assumed in the HFCP Final EIR.

[12] Note, that Appendix D and this Addendum EIR use 800,000 SF for purposes of impact comparison, even though the Plot Plan submittal shows a slightly smaller building at 767,960SF.

Table 4.16-1: Actual Parcel 1 (Skechers) Counts Compared to Approved HFCP Final EIR Assumptions

Trip Source	Daily	AM Peak Hour	PM Peak Hour
Approved HFCP Final EIR– Parcel 1	3,059	200	236
Skechers Site Actual Traffic Counts	1,669	198	104
Actual trips as a percentage of Final EIR assumed trips	55%	99%	44%

Table 4.16-2: Trip Generation Rate Scenarios (Parcels 2 and 3 Only)

Scenario	Trip Generation Rate Source	
	Parcel 2	Parcel 3
A	Sketchers Traffic Counts	Sketchers Traffic Counts
B	ITE, 10th Edition	ITE, 10th Edition

Table 4.16-3: Trip Generation Comparison (Parcels 2 and 3 Only)

Scenario	Trip Generation Comparisons		
	Daily	AM Peak	PM Peak
	Vehicle Trips		
Approved HFCP Project	7,614	363	570
A	737	88	46
B	1,120	64	80

Note: When converting these peak hour trips to Passenger Car Equivalents (PCE) to approximate truck volumes, the Proposed Project is still far below what was assumed in the HFCP Final EIR. Refer to Appendix B, Tables 1, 2 and 3 for detailed calculations.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

Mitigation Measures TT-1 through TT-3 either do not apply to the Proposed Project or have already been implemented.

Conclusion

No new impact relative to traffic generation or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would impact the prior finding.

Threshold (c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

The Proposed Project will be reviewed by the Engineering Department as well as the Fire Department to ensure that the development is designed in a manner that results in no changes to air traffic patterns. Accordingly, no new impact relative to an increase in air traffic hazards or a substantial increase in the

severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would impact the prior finding of no significant impact relative to the provision of air traffic patterns.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

No new impact relative to air traffic patterns or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would impact the prior finding of no impact.

Threshold (d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

The Proposed Project will be reviewed by the Engineering Department as well as the Fire Department to ensure that the development is designed in a manner that isn't hazardous. The proposed roundabouts will be reviewed by City staff to ensure adequate design and sight distance, as well as non-vehicular safety considerations, consistent with modern roundabout design principles. Accordingly, no new impact relative to an increase in circulation hazards or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would impact the prior finding of no significant impact relative to hazards and/or incompatible uses.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

No new impact relative to traffic safety hazards or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would impact the prior finding of less than significant.

Threshold (e) Result in inadequate emergency access.

The Proposed Project will be reviewed by the Engineering Department as well as the Fire Department to ensure adequate emergency access is provided. Accordingly, no new impact relative to emergency access or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would impact the prior finding of no significant impact relative to the provision of emergency access.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

No new impacts associated with an increase in inadequate emergency access or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would impact the prior finding.

Threshold (f) Result in inadequate parking capacity.

The Proposed Project will provide parking spaces per the City's Municipal Code. Accordingly, no new impact relative to inadequate parking or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would impact the prior finding of no significant impact to parking.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

No new impacts associated with parking or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would impact the prior finding.

Threshold (g) Conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

The Proposed Project does not conflict with policies supporting alternative transportation. Accordingly, no new impact relative to conflicts with alternative transportation or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would impact the prior finding of no significant impact to alternative transportation.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

No new impacts associated with non-vehicular transportation or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would impact the prior finding.

Cumulative Traffic Impacts

Mitigation Measures TT(C)-1 through TT(C)-3 either do not apply to the Proposed Project or have already been implemented.

Appendix J to the HFCP Final EIR, Traffic Study, considered the trips that would be generated by the development allowed under the Moreno Highlands Specific Plan and projected an ADT of 278,237 (Table 5-4.) The Moreno Highlands Specific Plan has been replaced by the World Logistics Center Specific Plan. The World Logistics Center Final EIR projected an ADT of 69,542 (Table 4.15.N.) Thus, the change from the mixed uses allowed under the Moreno Highlands Specific Plan to the logistics uses allowed under the World Logistics Center Specific Plan reduced the projected ADT by over 208,000.

Diversion of Large Truck Traffic away from Redlands Boulevard

As noted in the Project Description, the Proposed Project would follow the HFCP Final EIR settlement agreement provisions, which require in part the following:

"15. To the extent consistent with the Project Approvals and adopted City regulations and policies:

a. The design and installation of improvements and signs shall direct all large trucks (over 10,000 pounds) to use Theodore Street, rather than Redlands Boulevard, when entering or leaving the Project Site unless site-specific traffic analysis required prior to the approval of a plot plan for Phase III (condition TE3 of the Project Approvals, City Council Resolution 2009-10) provides compelling evidence that:

i. Keeping large trucks (over 10,000 pounds) off of Redlands Boulevard will cause Eucalyptus Avenue, Theodore Street or it's on- or off-ramps to State Route 60 to fall below the City's Level of Service standard; and

ii. Mitigation within the limits of the currently planned right of way of Theodore Street is unavailable to improve Level of Service to acceptable levels; and

iii. Allowing large trucks (over 10,000 pounds) to use Redlands Boulevard will not cause Redlands Boulevard to fall below the applicable City's Level of Service Standards after mitigation.

b. To the extent that any part of subparagraph a above is found not to be consistent with existing Project Approvals or City regulations or policies, Highland Fairview shall apply for and City will consider, under its existing procedures and preserving the Council's legislative and discretionary policy authority, modification of conditions, and/or amendments to existing Project Approvals, regulations and policies."

This measure will result in directing the Proposed Project's "large truck" traffic easterly toward World Logistics Parkway (formerly Theodore Street). Due to relatively low traffic volumes on World Logistics

Parkway and ample capacity, shifting truck traffic to World Logistics Parkway does not represent a significant change or more severe impact.[13] Furthermore, this settlement agreement stipulation is an existing condition not proposed by the current Proposed Project. The Proposed Project, as noted above, would substantially reduce Proposed Project's truck traffic, therefore reducing the number of trucks being diverted to Theodore Street consistent with the settlement agreement.

Proposed Roundabouts

The Proposed Project also proposes roundabouts at two locations (see **Exhibit 6, Site Plan**). The roundabouts will be designed consistent with City requirements and modern roundabout design principles in order to achieve acceptable levels of service and safety. The new roundabouts will be utilized instead of signalized intersections at Intersections 2 and 4. With the inclusion of roundabouts at these intersections, a LOS of D or better would be achieved in both the AM and PM peak hours in the Horizon Year Scenario, with the Proposed Project applied. Delay would also be reduced in this scenario. Using existing conditions, the new roundabouts would also reduce delay for each intersection, while maintaining the LOS of A for both intersections. A supplementary study was performed to assess the viability of these new roundabouts found that they would not only provide adequate traffic flow, but improve traffic efficiency as well. The supplemental traffic study also evaluated the change in circulation associated with the HFCP settlement agreement condition with respect to diverting large trucks to World Logistics Parkway. With the roundabouts and with the diversion of large trucks World Logistics Parkway, the supplemental study found that there are no unavoidable significant impacts in either the Project or cumulative condition. This study is included in this document as **Appendix F, Supplemental Traffic Memo**.

The proposed roundabouts may require a General Plan Amendment if determined necessary by the City Council, in order to clarify General Plan Circulation Element objectives. If determined necessary, the proposed General Plan Amendment would modify portions of Circulation Element Objective 5.5.2, to use the following language: "Consider innovative design and program solutions to improve the mobility, efficiency, connectivity, and safety of the transportation system. Innovative design solutions include, but are not limited to, traffic calming devices, roundabouts, traffic circles, curb extensions, separated bicycle infrastructure, pedestrian scramble intersections, high visibility pedestrian treatments and infrastructure, and traffic signal coordination."

Overall Traffic Impact Conclusion

With regard to CEQA §21166 and CEQA Guidelines §15162(a), the Proposed Project would not result in any new impacts, or substantial increase the severity of the previously identified impacts, with respect to traffic. Therefore, preparation of a subsequent environmental impact report is not warranted.

[13] The July 2018 traffic study for the World Logistics Center included updated existing traffic counts (Figure 12 of the TIA) which show Theodore Street level of service at both SR-60 ramps as LOS A (Table 14).

4.17 Tribal Cultural Resources

In connection with the requested General Plan Amendment, City staff have initiated consultation with "California Native American Tribes" that are on a contact list maintained by the Native American Heritage Commission, for the purpose of protecting Native American cultural places as required by state law.

4.18 Utilities and Service Systems

Summary of Previous Environmental Analysis

The HFCP Final EIR concluded that the development of the Highland Fairview Corporate Park would not result in significant impacts relative to utilities and service systems with the implementation of Mitigation Measure MM W-1, which is applicable to the Proposed Project.

The following service providers would provide utilities to Parcels 2 and 3:

Electricity Provider:	Moreno Valley Utilities
Natural Gas Provider:	Southern California Gas Company
Potable Water:	Eastern Municipal Water District
Sewer Services:	Eastern Municipal Water District
Telecommunications:	Verizon

Threshold (a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.

The Proposed Project would involve wastewater flows typical of logistics facilities, which would consist mostly of domestic waste from employees. The Proposed Project demands would generally be lower than the those projected for the development of Parcels 2 and 3 in the HFCP Final EIR, because commercial facilities have higher employee visitor populations than logistics facilities typically do. As such, wastewater generation would be reduced. No effluent is expected that would exceed the treatment requirements of the Regional Water Quality Control Board. Impacts are less than significant.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required.

Threshold (b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts.

As previously identified in the HFCP Final EIR, no expansion of the existing water and wastewater treatment facilities are required for the Highland Fairview Corporate Park. Impacts are less than significant.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required.

Threshold (e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has inadequate capacity to serve the project's projected demand.

The HFCP Final EIR determined that the wastewater facility that services the Highland Fairview Corporate Park site (Eastern Municipal Water District's Moreno Valley Regional Water Reclamation Facility (MVRWRF)) has adequate capacity to service buildout of the Highland Fairview Corporate Park site. Wastewater generation from the Proposed Project would be similar to what was analyzed for the development of Parcels 2 and 3 as proposed in the HFCP Final EIR. Additionally, logistics uses typically have a lower wastewater generation than commercial uses. Accordingly, no new impact relative to recreation or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would impact the prior finding of no significant impact to wastewater.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

No mitigation is necessary.

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required.

Threshold (c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects.

The HFCP Final EIR determined that impacts to stormwater drainage facilities would be less than significant with the implementation of proposed detention facilities. These improvements were designed to service buildout of the entire Highland Fairview Corporate Park. These improvements were previously developed and constructed as part of the development of the Skechers building. These detention facilities are designed to adequately reduce runoff volume and concentration leaving the entire Highland Fairview Corporate Park site. As such, the Proposed Project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide additional sources of polluted runoff.

Accordingly, no new impact or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would change the impact finding.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required.

Threshold (d) Have insufficient water supplies available to serve the project from existing entitlements and resources, or new or expanded entitlements are needed.

The HFCP Final EIR determined the development of the Highland Fairview Corporate Park would create a less than significant impact with respect to water supplies. As identified in Table 5.15-1, Water Demands, of the HFCP Final EIR, the Proposed Project, which will consist of logistics facilities have a lower water demand than commercial uses.

Eastern Municipal Water District(EMWD) conducted an assessment to estimate the necessary water supply for the Highland Fairview Corporate Park's development of Parcels 2 and 3, consisting of a 600,000 square foot logistics center along with a 120,000-square foot commercial area, compared with the potential needs of the proposed 800,00 square foot logistics building. The Proposed Project will require a lower amount of water usage than that projected for Parcels 2 and 3 in the HFCP Final EIR. This data can be seen below in **Table 4.18-1, Water Demand Comparison**. EMWD determined that adequate water supply would be available for the Proposed Project. The full memorandum from the EMWD regarding their assessment can be found in **Appendix E** of this document.

Table 4.18-1[14]: Water Demand Comparison

Parcels	Parcel 2: 600,000 sqft logistics	Parcel 3: 120,000 sqft commercial	Proposed Project: 800,000 sqft logistics
Water Usage:	7,200 GPD	21,120 GPD	9,600 GPD
Total:	28,320 GPD		9,600 GPD

As such, water demand totals identified in the HFCP Final EIR are greater than what would be generated by the Proposed Project. The HFCP Final EIR does include Mitigation Measure W-1, which is applicable to the Proposed Project.

Accordingly, no new impact relative to water supply or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would impact the prior finding of no significant impact related to the provision of water.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

Mitigation Measure W-1 is applicable to the development of Parcels 2 and 3.

[14] Based on calculations from Table 5.15-1: Water Demands in the Highland Fairview DEIR

MM W-1 Prior to issuance of a Precise Grading Permit, Planting and Irrigation Plans shall be submitted for review and prior to the issuance of a building permit, approved by the City. Such plans shall contain the following components:

- The plans shall incorporate water conservation principles as detailed in the Moreno Valley Municipal Code § 9.17.030 Landscape and irrigation design standards.
- Plant types shall be grouped together according to their water, soil, sun and shade requirements and in relation to the buildings. Plants with different water needs shall be irrigated separately.
- Plans shall be designed in accordance with soil tests to determine appropriate specifications of soil amendments and to facilitate selection of water-efficient plant species suitable for the site. Soil amendments such as compost shall be provided to improve water-holding capacity of soil, where soil conditions warrant.
- All exposed surfaces of non-turf areas within the developed landscape area shall be mulched with a minimum three-inch (3") layer of material, except in areas with groundcover planted from flats where mulch depth shall be one and one-half inches (1.5").
- Turf areas shall be limited to public gathering areas and used in compliance with City approved water budget formula(s) and specifications.
- All irrigation systems shall be designed to prevent runoff, over-spray, low head drainage (occurs where sprinkler systems are installed in sloped areas) and other similar conditions where water flows offsite on to adjacent property, non-irrigated areas, walk, roadways, or structures. Irrigation systems shall be designed, constructed, managed, and maintained to achieve as high an overall efficiency as possible.
- Landscaped areas shall be provided with a) smart irrigation controllers which automatically adjusts the frequency and/or duration of irrigation events in response to changing weather conditions; b) rain-sensing devices to prevent irrigation during rainy weather; c) anti-drain check valves installed at strategic points to minimize or prevent low-head drainage; and d) pressure regulators when the static water pressure exceeds the maximum recommended operating pressure of the irrigation system.
- The planting areas shall be grouped in relation to moisture control zones based on similarity of water requirements (i.e., turf separate from shrub and groundcover, full sun exposure areas separate from shade areas; top of slope separate from the toe of slope).

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required.

Threshold (f) Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs; and

Threshold (g) Not comply with federal, state, and local statutes and regulations related to solid waste.

The HFCP Final EIR determined that the development of the Highland Fairview Corporate Park, inclusive of the Proposed Project, would not result in significant impacts relative to solid waste. The Proposed Project would be expected to generate solid waste during the temporary, short-term construction phase, as well as the operational phase, but it would not be expected to result in inadequate landfill capacity. Solid waste service for the Moreno Valley is provided by three local landfills; The Badlands Sanitary Landfill, located at 31125 Ironwood Avenue, Moreno Valley; El Sobrante Landfill located at 10910 Dawson Canyon Road in Corona; and Lamb Canyon Landfill located at 16411 Lamb Canyon Road in Beaumont. **Table 4.18-2, Landfill Capacity**, identifies the remaining capacities and closure dates for the landfills that would serve the Proposed Project. As identified in Table 4.18-1, the existing landfills have enough capacity to service the Proposed Project.

Table 4.18-2: Landfill Capacity

Facility Name	Maximum Permitted Capacity	Remaining Capacity	Cease Operation Date
Badlands Sanitary Landfill	34,400,000 cubic yards	15,748,799 cubic yards	1/1/2022
El Sobrante Landfill	184,930,000 tons	145,530,000 tons	1/1/2045
Lamb Canyon Landfill	38,935,653 cubic yards	19,242,950 cubic yards	4/1/2029

Source: https://www2.calrecycle.ca.gov/SWFacilities/Directory/

Current solid waste generation estimates indicate that the Proposed Project will generate approximately 2,073 tons/year of solid waste, which is far below the 7,579.5 tons/year estimated in the HFCP Final EIR for Parcels 2 and 3.[15] For these reasons, the Proposed Project's solid waste disposal needs can be met by the landfills that service the City of Moreno Valley. Additionally, the Proposed Project, as with all other development in the City, would be required to adhere to City ordinances with respect to waste reduction and recycling. As a result, no additional impacts (beyond those discussed in the HFCP Final EIR) related to State and local statutes governing solid waste are anticipated and no mitigation is required.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

No mitigation is necessary.

Conclusion

There are no new potentially significant impacts associated with the Proposed Project; therefore, no new and/or refined mitigation measures are required.

Overall Utility and Service Systems Impact Conclusion

With regard to CEQA §21166 and CEQA Guidelines §15162(a), the development allowed by the Proposed Project would not result in any new impacts, or substantially increase the severity of the previously identified impacts, with respect to utilities and service systems. Therefore, preparation of a subsequent environmental impact report is not warranted.

[15] Bas Based on HFCP Draft EIR, Table 5.15-2, page 5.15-12 for the Approved Project, and CalRecycle solid waste generation rates for manufacturing/warehouse, per https://www2.calrecycle.ca.gov/wastecharacterization/general/rates (accessed January 11, 2019).

5 DETERMINATION OF APPROPRIATE CEQA DOCUMENTATION

The following discussion lists the appropriate subsections of §15162 and 15164 of the State CEQA Guidelines and provides justification for the City of Moreno Valley to make a determination of the appropriate CEQA document for the Proposed Project, based on the environmental analysis provided above.

Section 15162 – Subsequent EIRs and Negative Declarations

(a) When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, one or more of the following:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

The environmental impacts expected from the Proposed Project have been adequately addressed in the HFCP Final EIR, as described in this Addendum. As discussed in the Environmental Impact Analysis section of this Addendum, no new or substantially more severe significant environmental effects beyond what was evaluated in the HFCP Final EIR would occur.

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

As documented herein, the Proposed Project would not result in new or substantially more severe significant environmental effects than previously identified in the HFCP Final EIR. No major revisions to the HFCP Final EIR are required. Since certification of the HFCP Final EIR in February 2009, the City approved the World Logistics Center Specific Plan, which allows over 40 million square feet of logistics uses. The HFCP Final EIR evaluated cumulative impacts based on the previous land use concept for WLC (Moreno Highlands Specific Plan) and noted the future potential for logistics uses at WLC.[16] The net effect of this change (approval of the adjacent WLC Specific Plan) is that the overall cumulative impacts are similar or reduced compared to what was projected in the HFCP Final EIR except for operational air quality and GHG impacts, which were also assumed to be significant and unavoidable in the HFCP Final EIR.[17]

Settlement Agreement Condition for Truck Routing

The Proposed Project intends to follow the existing settlement agreement condition to divert large truck traffic to World Logistics Parkway (formerly Theodore Street). As discussed in **Section 4.16, Transportation/Traffic**, this will not result in any new or substantially more severe environmental impact.

Updates to the CEQA Guidelines

The State of California adopted revisions to the CEQA Guidelines which became effective on December 28, 2018. Pursuant to CEQA Guidelines §15007(d), the City of Moreno Valley must comply with the new

[16] Response 6-24, page 3-61 of the HFCP Final EIR.
[17] Section 6.3.5 of the WLC Draft EIR (pages 6-15 through 6-22).

Guidelines 120 days after they become effective, which in this case is April 28, 2018. Although the Proposed Project is currently planned to come before the Planning Commission and City Council before April 28, 2018, City staff have provided the following supplemental discussion of CEQA Guidelines Appendix G topics where appropriate.

ENERGY

The revised CEQA Guidelines created a new separate CEQA checklist topic for "Energy," consistent with Appendix F of the CEQA Guidelines. The HFCP Final EIR specifically addressed energy conservation in several EIR sections, including land use (compliance with existing plans), air quality and "global climate change." Table 5.9-6 of the HFCP Draft EIR concluded that the HFCP Project was inconsistent with SCAG's energy conservation goals due to unavoidable significant air quality impacts. The HFCP EIR identified various energy conservation and sustainability principles that the Proposed Project would comply with. Various GHG measures (still applicable to the Proposed Project as addressed in Section 4.7, Greenhouse Gas Emissions) would reduce energy consumption and related impacts. MM GCC-9 in particular requires that the Proposed Project be LEED certified which will provide third-party verification of energy conservation measures as part of overall sustainable design. As discussed in Section 4.3, Air Quality and Section 4.7, Greenhouse Gas Emissions, the Proposed Project would substantially reduce daily traffic as well as reduce the overall intensity of lands uses, by replacing 120,000 SF of commercial uses with up to 200,000 SF of logistics use. As shown in Table 4.7-1, the Proposed Project would result in 412 MTCO2e/year, while the HFCP Final EIR's prediction for Parcels 2 and 3 would result in 1,351 MTCO2e/year from energy consumption. Therefore, the Proposed Project represents roughly one-third of the previously estimated energy-related GHG emissions.

VEHICLE MILES TRAVELED (VMT)

The revised CEQA Guidelines include changes in the Transportation impact questions to reflect State policy changes related to vehicle miles traveled, including SB743 and the new CEQA Guidelines §15064.3. Subsection (b) of this section includes new criteria for analyzing the VMT impacts of land development projects:

> "(1) Land Use Projects. Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact."

As discussed in Section 4.16, Transportation/Traffic, the Proposed Project would substantially reduce total daily traffic, as the daily traffic from the development of parcels 2 and 3 is projected to be 737 trips; based on real-world observations from the existing Sketchers building next to the Proposed Project. This is a substantial decrease from the HFCP Final EIR's projection of 7,614 trips. The Proposed Project reducing vehicle trips while maintaining the same trip length as the Final EIR will also result in an overall reduction in the Proposed Project's VMT. The Proposed Project will comply with mitigation measure GCC-5 which is specifically designed to reduce VMT.

WILDFIRE

The revised CEQA Guidelines include a new separate discussion for Wildfire hazards. Wildfire hazards were addressed in the HFCP Final EIR, which found the impacts to be less than significant. The HFCP Final EIR includes several measures to reduce fire hazards, including MM HH-1 through HH-4. The HFCP Final EIR, and this Addendum, specifically address wildfire hazards (see threshold h in Section 4.8, Hazards and Hazardous Materials and Section 4.14, Public Services) concluding that no significant impacts would occur. The Proposed Project is not in a "very high fire hazard" area, and not otherwise cause significant wildfire hazards nor impede emergency access for wildfire response.

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:

(A) The project will have one or more significant environmental effects not discussed in the previous EIR or negative declaration;

No new significant environmental effects beyond those addressed in the HFCP Final EIR were identified.

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

Significant project-related effects previously examined would not be substantially more severe than were disclosed in the HFCP Final EIR as a result of the Proposed Project. Impacts associated with all environmental resource areas would be the same as or less than disclosed in the adopted HFCP Final EIR. The Proposed Project would not substantially increase the severity of previously identified impacts.

(C) Mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

No mitigation measures or alternatives were found infeasible in the certified HFCP Final EIR.

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

No other mitigation measures or feasible alternatives have been identified that would substantially reduce significant impacts.

(b) If changes to a project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency shall prepare a subsequent EIR is required under subdivision (a). Otherwise, the lead agency shall determine whether to prepare a subsequent negative declaration, an addendum, or no further documentation.

Subsequent to certification of the HFCP Final EIR in 2009, additional technical analyses were performed for the Proposed Project and are the subject of this Addendum. Based on the analysis in this document, the Proposed Project would not result in any new significant environmental effects nor would it substantially increase the severity of significant effects previously identified in the HFCP Final EIR. None

of the conditions listed under subsection (a) would occur that would require preparation of a subsequent EIR.

(c) Once a project has been approved, the lead agency's role in project approval is completed, unless further discretionary approval on that project is required. Information appearing after an approval does not require reopening of that approval. If after the project is approved, any of the conditions described in subdivision (a) occurs, a subsequent EIR or negative declaration shall only be prepared by the public agency which grants the next discretionary approval for the project, if any. In this situation, no other responsible agency shall grant an approval for the project until the subsequent EIR has been certified or subsequent negative declaration adopted.

None of the conditions listed in subsection (a) would occur as a result of the Proposed Project. No subsequent EIR is required.

Section 15164 – Addendum to an EIR or Negative Declaration

(a) The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary, but none of the conditions described in §15162 calling for preparation of a subsequent EIR have occurred.

As described above, none of the conditions described in the State CEQA Guidelines §15162 calling for the preparation of a subsequent EIR have occurred.

(b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in §15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.

None of the conditions described in §15162 calling for preparation of a subsequent EIR would occur as a result of the Proposed Project. Therefore, an addendum to the HFCP Final EIR is the appropriate CEQA document for the development of Parcels 2 and 3.

(c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.

This Addendum will be attached to the HFCP Final EIR and maintained in the administrative record files at the City of Moreno Valley.

(d) The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.

The City of Moreno Valley will consider this Addendum together with the HFCP Final EIR prior to making a decision on the Proposed Project.

(e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to §15162 should be included in an addendum to an EIR, the lead agency's required findings on the Project, or elsewhere in the record. The explanation must be supported by substantial evidence.

This document provides substantial evidence for City of Moreno Valley records to support the approval of this Addendum as the appropriate CEQA document for consideration of the Proposed Project.

6 CONCLUSION

This Addendum has been prepared in accordance with the provisions of the State CEQA Guidelines to document the finding that none of the conditions or circumstances that would require preparation of a subsequent EIR, pursuant to §§15162 and 15164 of the State CEQA Guidelines, exist in connection with the Proposed Project. No major revisions would be required to the HFCP Final EIR as a result of the proposed change of General Plan Designation, change of Zone, or the approval of a Plot Plan and the construction and operation of a logistics building on the Parcels. No new significant environmental impacts have been identified. Since the certification of the HFCP Final EIR, there has been no new information showing that mitigation measures or alternatives once considered infeasible are now feasible, or showing that there are feasible new mitigation measures or alternatives substantially different from those analyzed in the HFCP Final EIR that the City declined to adopt. Therefore, preparation of a subsequent EIR is not required and the appropriate CEQA document for the Proposed Project is this Addendum to the HFCP Final EIR. No additional environmental impact report is required for the Proposed Project. This document will be maintained in the administrative record files at City of Moreno Valley offices.

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APPENDIX A

Air Quality and Greenhouse Gas Technical Report

Kimley»Horn

MEMORANDUM

To:	Mr. Patrick Revere, Highland Fairview Director of Development
From:	Ace Malisos
	Kimley-Horn and Associates, Inc.
Date:	February 26, 2019
Subject:	Highland Fairview Corporate Park – Air Quality, Greenhouse Gas and Noise EIR Addendum Analyses

PURPOSE

This comparative analysis has been undertaken to analyze whether the proposed Highland Fairview Corporate Park Project (Proposed Project or development on Parcels 2 and 3) would result in any new or substantially more severe significant environmental impacts as compared to the conclusions discussed in the certified Highland Fairview Corporate Park PA07-0088 (CZ), PA07-0089 (GPA), PA07-0090 (TPM 35629), and PA07-0091 (PP) Environmental Impact Report (HFCP Final EIR). The purpose of this technical memorandum is to document whether any new air quality, greenhouse gas (GHG), or noise impacts would occur based on proposed updates to the Project (described below) pursuant to State CEQA Guidelines Section 15164.

PROPOSED PROJECT DESCRIPTION

The Proposed Project site is located in Rancho Belago, in the eastern area of the City of Moreno Valley in the County of Riverside. The Project site is bounded by State Route 60 (SR-60) to the north, Eucalyptus Avenue on the south, Redlands Boulevard on the west, and the existing Skechers warehouse on the east. The Proposed Project site is currently vacant.

The Proposed Project site is currently comprised of two parcels, identified as Parcel 2 and Parcel 3 of Parcel Map 35629, part of the Highland Fairview Corporate Park. The Proposed Project site was approved as part of the Highland Fairview Corporate Park in August 2008 (the Approved Project). The Proposed Project proposes changes to the Proposed Project site, as discussed below.

- Parcel 2 has a General Plan Designation of Business Park, and a Zoning Designation of Light Industrial. Parcel 2 was approved for 600,000 square feet of Logistics (Light Industrial) development.
- Parcel 3 has a General Plan Designation of Commercial, and a Zoning Designation of Community Commercial. Parcel 3 was approved for 120,000 square feet of Commercial development.

- The Proposed Project includes a General Plan Amendment for Parcel 3, to change the designation from Commercial to Business Park. The Proposed Project also proposes the merger of Parcel 2 and Parcel 3 into one parcel for future development.
- The development of Parcels 2 and 3 would consist of 800,000 square feet of Logistics use – which would be an increase of 80,000 square feet of development for the two parcels, compared to the approved square footage.
- The merger of Parcels 2 and 3.

AIR QUALITY

Previous Significance Determination: The HFCP Final EIR determined that construction emissions would exceed the South Coast Air Quality Management District's (SCAQMD's) regional emission significance thresholds for volatile organic compounds (VOC) and nitrogen oxides (NO_X) during Phase 1 and VOC during Phases 2 and 3 and impacts would be potentially significant before the implementation of mitigation. Implementation of Mitigation Measures MM AQ-1 through MM AQ-10 would reduce most of the Phase 1 construction impacts to a less than significant level, but particulate matter less than or equal to 10 microns in diameter (PM_{10}) would continue to be a significant impact. The HFCP Final EIR concluded that construction PM_{10} emissions would be significant and unavoidable despite implementation of mitigation.

The HFCP Final EIR determined that the Approved Project would generate long-term operational emissions that would exceed the SCAQMD's regional thresholds for VOC, NO_X, CO, PM_{10}, and particulate matter less than or equal to 2.5 microns in diameter ($PM_{2.5}$) during all three phases and operational impacts would be potentially significant before the implementation of mitigation. Mitigation Measures MM AQ-11, MM AQ-12, and MM AQ-13 would reduce Diesel Particulate Matter (DPM) emissions from the diesel truck traffic servicing the Approved Project and reduce operational health risk impacts to less than a significant level. The HFCP Final EIR also determined that the Approved Project's operational emissions contributions to the ozone and $PM_{2.5}$ emission burden would add to a cumulatively considerable impact. Operational impacts were determined to be significant and unavoidable. However, the Approved Project is consistent with the Air Quality Management Plan (AQMP) and would not interfere with attainment because its growth is included in the projections utilized in the formulation of the AQMP.

Project Specific Analysis:

Threshold (a) Conflict with or obstruct implementation of the applicable air quality plan.

The HFCP Final EIR found less than significant impacts related to consistency with the AQMP. The development of Parcels 2 and 3 involves a General Plan Amendment for Parcel 3 from Commercial to Business Park and a Change of Zone for Parcel 3 from Community Commercial to Light Industrial. Based on the Project *Trip Generation Consistency Memorandum* prepared by Kimley-Horn (September 2018), the development of Parcels 2 and 3 would generate approximately 90 percent fewer trips on a

daily basis using Skechers traffic count data and approximately 85 percent fewer trips using Institute of Transportation Engineers (ITE) 10th Edition trip generation data compared to the trips predicted in the HFCP Final EIR for the two Parcels in the HFCP Final EIR.[1] The reduction in vehicle trips would result in a reduction in operational emissions; refer to the discussion for Threshold (b), below. As such, the change in land use designation would not substantially change the intensity of development on the two Parcels.

The air quality impacts from development of Parcels 2 and 3 would be consistent with development in the area and would be in compliance with applicable AQMP measures. Therefore, no new impact relative to air quality emissions or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur with development of Parcels 2 and 3. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would change the significance determination in the HFCP Final EIR.

Mitigation Program

None identified in the HFCP Final EIR.

Conclusion

There are no new potentially significant impacts associated with the development of Parcels 2 and 3; therefore, no new and/or refined mitigation measures are required.

Threshold (b) Violate an air quality standard or contribute to an existing or projected air quality violation.

The Proposed Project is under the jurisdiction of the SCAQMD and is located within the South Coast Air Basin (SCAB). The SCAB includes all of Orange County, and portions of Los Angeles, Riverside, and San Bernardino counties. The SCAB is in a federal and state non-attainment area for ozone and $PM_{2.5}$; and a state nonattainment area for ozone, PM_{10}, and $PM_{2.5}$. An area is considered to be in non-attainment status when air pollution persistently exceeds the State or National Ambient Air Quality Standards.

The Approved Project anticipated the development grading and construction of the entire Approved Project site. Although development of Parcels 2 and 3 would allow an additional 80,000 square feet of building construction, it would not increase the grading area. The impacts resulting from the additional 80,000 square feet of building construction would be insignificant. After the implementation of Mitigation Measures AQ-1 through MM AQ-10 as shown in Table 1 (Mitigated

[1] The HFCP Final EIR trip generation for Parcels 2 and 3 was 7,614 daily trips for 600,000 square feet of logistics and 120,000 square feet of commercial uses. The proposed development of 800,000 square feet on Parcel 2 and 3 of logistics generates 737 daily trips using Skechers traffic data and 1,120 daily trips using ITE 10th Edition rates, which is a 90 percent and 85 percent reduction, respectively.

Construction Emissions), the development of Parcels 2 and 3 would not exceed the SCAQMD thresholds. The HFCP Final EIR identified exceedances of the SCAQMD ROG and NO_X threshold, while construction of Parcels 2 and 3 would not exceed thresholds. Additionally, construction emissions from the development of Parcels 2 and 3 would be lower than what was analyzed in the HFCP Final EIR, except for $PM_{2.5}$. However, these emissions would not be significant and would not represent a substantial increase.

Table 1: Mitigated Construction Emissions

Source	Emissions (Pounds per Day)					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Proposed Project[1] *800,000 square feet of logistics (EIR Parcels 2 and 3)*						
Construction Year 2019	69	80	67	0	8	5
Construction Year 2020	69	2	5	0	1	0
SCAQMD Threshold	75	100	550	150	150	55
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Approved Highland Fairview Corporate Park Final EIR[2] *600,000 square feet of logistics (Parcel 2) uses in Phase 2 and 120,000 square feet of commercial (Parcel 3) in Phase 3.*						
Parcel 2	111	105	121	0	14	4
Parcel 3	98	39	35	0	8	2
Difference[3]	***-42***	***-25***	***-54***	***0***	***-6***	***1***

ROG= reactive organic gases; NO_X = nitrogen oxides; CO = carbon monoxide; SO_X = sulfur oxides; PM_{10} = particulate matter 10 microns in diameter or less; $PM_{2.5}$ = particulate matter 2.5 microns in diameter or less

Notes:

1. Emissions modeled with CalEEMod version 2016.3.2. Mitigation includes compliance with SCAQMD Rule 403 (Dust Control). Refer to Appendix A for model outputs.
2. Emissions from the approved *Highland Fairview Corporate Park EIR*, Table 5.3-27 and Table 5.3-28 (2008).
3. The highest daily emissions from Proposed Project construction are compared to the Approved Project emissions to be conservative.

The main source of air pollutant emissions during operations is from motor vehicles. As noted above, based on the Project *Trip Generation Consistency Memorandum* prepared by Kimley-Horn (September 2018), development of Parcels 2 and 3 would generate approximately 90 percent fewer trips on a daily basis using Skechers traffic count data and approximately 85 percent fewer trips using Institute of Transportation Engineers (ITE) 10th Edition trip generation data compared to the trips predicted in the HFCP Final EIR for the two Parcels. Operational emissions associated with development of Parcels 2 and 3 are summarized in Table 2 (Operational Emissions – Project with ITE 10th Edition Trip Generation Rates) and Table 3 (Operational Emissions – Project with Skechers Trip Generation Rates). The estimated emissions associated with proposed operations are compared to the emissions

analyzed in the HFCP Final EIR. As shown in Table 2 and Table 3, the development of Parcels 2 and 3 is estimated to generate fewer air pollutant emissions than what was considered in the HFCP Final EIR. The vehicle trips for proposed Parcel 2 and 3 development would be lower than the trip generation predicted in the HFCP Final EIR for the two Parcels, and corresponding air emissions would also be lower than what was previously analyzed. No new operational impacts would occur.

Table 2: Operational Emissions – Project with ITE 10th Edition Trip Generation Rates

Source	Emissions (Pounds per Day)					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Proposed Project[1] *800,000 square feet of logistics (Parcels 2 and 3)*	43	184	129	0	15	7
SCAQMD Threshold	55	55	550	150	150	55
Exceed SCAQMD Threshold?	**No**	**Yes**	**No**	**No**	**No**	**No**
Approved Highland Fairview Corporate Park Final EIR[2] *600,000 square feet of logistics (Parcel 2) uses in Phase 2 and 120,000 square feet of commercial (Parcel 3) in Phase 3.*	157	1,116	1,344	3	367	94
SCAQMD Threshold	55	55	550	150	150	55
Exceed SCAQMD Threshold?	**Yes**	**Yes**	**Yes**	**No**	**Yes**	**Yes**
Difference	**-114**	**-932**	**-1,215**	**-3**	**-352**	**-87**

ROG= reactive organic gases; NO_X = nitrogen oxides; CO = carbon monoxide; SO_X = sulfur oxides; PM_{10} = particulate matter 10 microns in diameter or less; $PM_{2.5}$ = particulate matter 2.5 microns in diameter or less

Notes:

1. Proposed Parcel 2 and 3 operational emissions were modeled with CalEEMod version 2016.3.2 using ITE 10th Edition trip rates, and Final EIR fleet mix and trip lengths. Mobile source emissions use EMFAC2017 emissions factors. Refer to Appendix A for model outputs.
2. Parcel 2 and 3 emissions are derived from the approved *Highland Fairview Corporate Park Final EIR*, Table 5.3-31, page 3-217 (2008).

Table 3: Operational Emissions – Project with Skechers Trip Generation Rates						
Source	**Emissions (Pounds per Day)**					
	ROG	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Proposed Project[1] *800,000 square feet of logistics (Parcels 2 and 3)*	40	145	101	0	11	6
SCAQMD Threshold	55	55	550	150	150	55
Exceed SCAQMD Threshold?	**No**	**Yes**	**No**	**No**	**No**	**No**
Approved Highland Fairview Corporate Park Final EIR[2] *600,000 square feet of logistics (Parcel 2) uses in Phase 2 and 120,000 square feet of commercial (Parcel 3) in Phase 3.*	157	1,116	1,334	3	367	94
SCAQMD Threshold	55	55	550	150	150	55
Exceed SCAQMD Threshold?	**Yes**	**Yes**	**Yes**	**No**	**Yes**	**Yes**
Difference	**-117**	**-971**	**-1,234**	**-3**	**-356**	**-88**
ROG= reactive organic gases; NO_X = nitrogen oxides; CO = carbon monoxide; SO_X = sulfur oxides; PM_{10} = particulate matter 10 microns in diameter or less; $PM_{2.5}$ = particulate matter 2.5 microns in diameter or less						
Notes: 1. Proposed Parcel 2 and 3 operational emissions were modeled with CalEEMod version 2016.3.2 using Skechers trip generation rates, and Final EIR fleet mix and trip lengths. Mobile source emissions use EMFAC2017 emissions factors. Refer to Appendix A for model outputs. 2. Parcel 2 and 3 emissions are derived from the approved *Highland Fairview Corporate Park Final EIR*, Table 5.3-31, page 3-217 (2008).						

Mitigation Program

The HFCP Final EIR includes measures to reduce potential impacts associated with implementation of the Approved Project. The following measures from the HFCP Final EIR as updated, are applicable to the development of Parcels 2 and 3:

Mitigation Measures from the Final EIR

Construction

MM AQ-1 Prior to construction of the project, the project applicant shall comply with SCAQMD Rule 403 by providing a Fugitive Dust Control Plan that describes the application of best management practices to control fugitive dust during construction. Best management practices shall include:

- Application of water on disturbed soils a minimum of three times per day;
- Covering haul vehicles;

- Replanting disturbed areas as soon as practical;
- Restricting vehicle speeds on unpaved roads to 15 mph;
- Suspension of all grading activities during high wind speeds in excess of 25 mph.
- A Large Operation notification shall be submitted to the SCAQMD prior to construction.
- Project applicant to designate a person(s) to monitor the dust control program and to order increased watering, as necessary.
- Post a sign with the telephone number and person to contact regarding dust complaints. The person shall take corrective action within 24 hours.
- Complete all roadways, driveways, sidewalks, etc. as soon as possible; building pads should be developed as soon as possible after grading unless seeding, polymer, water, landscaping, soil binders, or similar means are applied within five working days after grading completion to minimize fugitive dust.
- Street sweeping shall be accomplished as needed to remove soil transport to adjacent areas; sweeping shall require use of equipment certified under SCAQMD Rule 1186.1.

MM AQ-2 The project applicant shall meet CARB standards by assuring use of lowest emission construction equipment reasonably available for use on this project. All off-road equipment with a horsepower rating of 25 horsepower or greater used on the Project Site during the construction of the Project will meet a minimum Tier II rating and at least 80 percent of such equipment will meet a minimum Tier III rating and that the general contractor certify that this requirement has been satisfied. ~~The construction fleet average shall meet or exceed Tier II level and t~~ The applicant shall provide incentives in the bidding process in selecting construction contractors that propose the lowest-emission construction equipment (i.e., high pressure injectors; smaller engine sizes; electric equipment; gasoline powered equipment with catalytic converters; and alternatively fueled construction equipment).

The applicant shall also provide incentives in the bidding process in selecting grading and construction contractors that propose the use of equipment using Level III diesel particulate filters.

Note: Mitigation Measure MM AQ-2 has been updated to be consistent with the Settlement Agreement and the latest SCAQMD recommended practices for a project of this size.

MM AQ-3 During project construction, construction equipment shall be properly maintained in accordance with manufacturer's specifications; maintenance shall include proper tuning and timing of engines. During maintenance, precautions shall be taken to ensure that fuel is not leaked onto the ground. Equipment maintenance records and

equipment design specification data sheets shall be kept on site during construction and subject to inspection by the SCAQMD.

MM AQ-4 During project construction, the project applicant shall require all contractors to turn off all construction equipment and delivery vehicles when not in use or prohibit idling in excess of ~~five (5)~~ three (3) minutes.

Note: Mitigation Measure MM AQ-4 has been updated to be consistent with the latest SCAQMD recommended practices for a project of this size.

MM AQ-5 Prior to issuance of a grading permit, the project applicant shall provide a traffic control to plan to the City of Moreno Valley that will describe in detail safe detours around the project construction site with temporary traffic control (e.g., flag person) during construction-related truck hauling activities, as required by the City Construction activities that affect traffic flow on the arterial system shall be minimized by scheduling such activities to off-peak hours. Construction truck travel shall be routed to minimize travel on congested streets and near to sensitive receptor areas. Construction traffic shall gain access to the project site via World Logistics Center Parkway (formerly Theodore Street) and Eucalyptus Avenue to the greatest extent possible to minimize traffic and dust along Redlands Boulevard. The traffic control plan is primarily intended as a safety measure but also can minimize traffic congestion and delays that increase idling and acceleration emissions. The traffic control plan shall be prepared in accordance with U.S. Department of Transportation Federal Highways Administration Rule on Work Zone Safety 23 CFR 630 Subpart J, Developing and Implementing Traffic Management Plans for Work Zones.

Note: Mitigation Measure MM AQ-13 has been updated to reflect the current street name.

MM AQ-6 All paints shall be low VOC paints and applied using either high volume lowpressure (HVLP) spray equipment or by hand application. For a list of low VOC paints, refer to the website www.aqmd.gov/prdas/brochures/paintguide.html.

MM AQ-7A **Construction Phases.** Prior to the issuance of grading permits, the developer shall provide documentation to the City of Moreno Valley indicating that construction workers will be encouraged to carpool to the greatest extent practical, including providing information on park and ride programs available to workers. The project shall also provide for lunch services onsite during construction to minimize the need for offsite vehicle trips. Workers shall be informed in writing and a letter placed on file at the City of Moreno Valley documenting the efforts to encourage carpooling.

MM AQ-7B **Occupancy.** Prior to the issuance of occupancy permits, the project applicant shall provide documentation to the City of Moreno Valley indicating that tenant workers will be encouraged to carpool to the greatest extent practical including providing

information on park and ride programs available to employees. Employees shall be informed in writing and a letter placed on file at the City of Moreno Valley documenting the efforts to encourage carpooling.

MM AQ-8 During project construction, onsite electrical hook-ups shall be provided for electric construction tools including saws, drills and compressors, to minimize the need for diesel powered electric generators.

MM AQ-9 During construction, rumble or bumper strips or similar best management practices shall be provided where vehicles enter and exit the construction site onto paved roads or wash off trucks or any equipment leaving the site with each trip.

MM-AQ-10 Offsite construction improvements shall be limited to an 8-hour day during daylight hours.

Conclusion

No new impact relative to air quality emissions evaluated in the HFCP Final EIR would occur with the development of Parcels 2 and 3. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would alter the Final EIR's significance finding.

Threshold (c) **Result in cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emission which exceed quantitative thresholds for ozone precursors).**

The HFCP Final EIR for the Approved Project determined that cumulative contributions to the ozone and $PM_{2.5}$ emission burden would result in a cumulatively considerable impact. As noted above, the development of Parcels 2 and 3 would result in fewer vehicle trips than the Approved Project and would not substantially change the intensity of development on the site. Therefore, no new impacts would occur. HFCP Final EIR Mitigation Measures MM AQ-11 through MM AQ-21 would be required to reduce impacts from diesel exhaust emissions.

Mitigation Program

The HFCP Final EIR includes measures to reduce potential impacts associated with implementation of the Approved Project. The following measures from the Final EIR, as updated, are applicable to the development of Parcels 2 and 3:

Mitigation Measures from the Final EIR

Refer to Mitigation Measures MM AQ-1 through MM AQ-10, above. The following additional mitigation measures are also required:

MM AQ-11 All project entrances shall be posted with signs which state:

a. Diesel trucks servicing the project shall not idle for more than 3 minutes; and
b. Telephone numbers of the building facilities manager and the California Air Resources Board to report violations.

MM AQ-12 Electricity shall be provided in the loading dock areas for transportation refrigeration units visiting the site, if any.

Note: Mitigation Measure MM AQ-13 has been satisfied through the City's approval of the World Logistics Center Specific Plan.

MM AQ-14 Electrical hookups shall be provided for transport refrigeration units within the Commercial component (Phases 2 and 3) to eliminate the need for idling of diesel-powered transport refrigeration units.

MM AQ-15 The project applicant shall include in all new lease documents the requirement that the tenants shall utilize only trucks using refrigeration units capable of utilizing electrical hook-ups for deliveries to the tenant.

MM AQ-16 All diesel trucks servicing logistics facilities in the Proposed Project site should meet or exceed 2010 engine emission standards specified in the California Code of Regulations Title 13, Article 4.5, Chapter 1, Section 2025, or be powered by natural gas, electricity, or another diesel alternative. Facility operators shall maintain a log of all trucks servicing the facility to document that trucks meet these emissions standards. This log shall be available for inspection by City staff at any time.

Note: Mitigation Measure MM AQ-16 has been updated to be consistent with the latest standard practices and SCAQMD recommendations.

MM AQ-17 The project shall be designed such that the check-in point for trucks is inside the facility property to ensure that there are no trucks queuing outside the facility.

MM AQ-18 Food services shall be provided onsite.

MM AQ-19 Prior to the Issuance of Occupancy Permits, written evidence shall be provided to the Planning and Transportation Engineering Divisions that the project applicant shall include in all new lease documents the requirement that the tenant shall provide employees with incentives for carpooling or impose a parking fee.

MM AQ-20 The property owners association shall maximize use of electrical equipment for landscape maintenance.

MM AQ-21 Prior to the issuance of a certificate of occupancy for Phase 3, traffic signals, including interconnect hardware installed, or paid for, in whole or in part, by the project

applicant shall be synchronized by the applicant, to the satisfaction of the City Engineer.

Conclusion

No new impact relative to cumulative air quality emissions or a substantial increase in the severity of a previously identified significant impact evaluated in the HFCP Final EIR would occur with development of Parcels 2 and 3. Additionally, no new information of substantial importance that was not known and could not have been known at the time the HFCP Final EIR was certified is available that would alter the HFCP Final EIR's significance finding.

Threshold (d) Expose sensitive receptors to substantial pollutant concentrations.

The HFCP Final EIR determined that implementation of Mitigation Measures MM AQ-1 through MM AQ-21 would reduce impacts to sensitive receptors to a less than significant level. The nearest sensitive receptors to Parcels 2 and 3 include residences located approximately 650 feet north (across SR-60) and approximately 1,000 feet southwest along Redlands Boulevard.

Construction

The Approved Project anticipated the development grading and construction of the entire Approved Project site. Although development of Parcels 2 and 3 would allow an additional 80,000 square feet of building construction, it would not increase the grading area. The impacts resulting from the additional 80,000 square feet of building construction would be insignificant. After the implementation of Mitigation Measures AQ-1 through MM AQ-10 as shown in Table 1 impacts would not exceed SCAQMD thresholds and would also be below emissions levels predicted in the HFCP Final EIR for the two Parcels.

Operations

The HFCP Final EIR determined that operational emissions would not exceed the SCAQMD's localized significance thresholds. During operations, the number of vehicles (including heavy trucks) associated with development of Parcels 2 and 3 would be lower than what was analyzed in the HFCP Final EIR due to more accurate and project specific trip generation rates. Therefore, operational emissions and impacts to sensitive receptors would not increase and development of Parcels 2 and 3 would not result in the exposure of sensitive receptors to substantial pollutant concentrations. The Proposed Project changes would not alter the conclusions of the Final EIR. No new significant air quality impacts would occur.

Carbon Monoxide Hotspots. The HFCP Final EIR determined that the Approved Project's traffic in combination existing levels of traffic along with the growth in ambient traffic and traffic from future related projects would not result in a carbon monoxide (CO) hotspot. Vehicle exhaust is the primary source of CO emissions. Consequently, the highest ambient CO concentrations are generally found within close proximity to congested intersection locations. As noted above, development of Parcels 2 and 3 would generate approximately 90 percent fewer trips on a daily basis using Skechers traffic

count data and approximately 85 percent fewer trips using Institute of Transportation Engineers (ITE) 10th Edition trip generation data compared to the number of trips predicted in the HFCP Final EIR for the two Parcels. Therefore, the development of Parcels 2 and 3 would not increase congestion beyond what was analyzed in the HFCP Final EIR and would not result in a CO hotspot.

Health Risk Assessment. The HFCP Final EIR determined that operational health risk impacts would be less than significant with the implementation of MM AQ-11 and MM AQ-12.[2] Health risks associated with the project occur from diesel particulate emissions from truck traffic. Mitigation Measures MM AQ-11 and MM AQ-12 would require idling limitations and the electrification of the loading dock areas and would reduce diesel particulate matter emissions from associated diesel truck traffic. As discussed above, development of Parcels 2 and 3 would generate fewer vehicle trips (including trucks) than what was analyzed in the HFCP Final EIR.[3] Therefore, air emissions and associated health risks would also be lower than what would occur under the approved Project, no new impacts would occur.

Mitigation Program

Refer to Mitigation Measures MM AQ-1 through MM AQ-21, above.

Conclusion

There are no new potentially significant impacts associated with development of Parcels 2 and 3; therefore, no new and/or refined mitigation measures are required.

Threshold (e) Create objectionable odors affecting a substantial number of people.

The SCAQMD CEQA Air Quality Handbook identifies certain land uses as sources of odors. These land uses include the following: agriculture, wastewater treatment plant, food processing plants, chemical plants, composting, refineries, landfills, diaries, and fiberglass molding. The Proposed Project is a logistics facility and does not propose to include any odor-inducing uses on the Proposed Project site. The development of Parcels 2 and 3 would not result in a source of objectionable odors; no impact would occur.

Mitigation Program

None identified in the HFCP Final EIR.

[2] HFCP Final EIR, page 3-40 (Response 6-8).
[3] The HFCP Final EIR assumed that trucks would make up 54 percent of the total vehicle trips for logistics uses and Parcels 2 and 3 would generate 548 daily truck trips. Applying this truck percentage to the Skechers trip generation for Parcels 2 and 3 would result in 398 daily truck trips.

Conclusion

There are no new potentially significant impacts associated with development of Parcels 2 and 3; therefore, no new and/or refined mitigation measures are required for issues related to odors.

Overall Air Quality Impact Conclusion

With regard to CEQA Section 21166 and CEQA Guidelines Section 15162(a), the development of Parcels 2 and 3 would not result in any new impacts, or increase the severity of the previously identified impacts, with respect to air quality. Construction emissions from the development of Parcels 2 and 3 would not be significant and would not represent a substantial increase over emissions predicted in the HFCP Final EIR. As the trips associated with the development of Parcels 2 and 3 would be lower than the trip generation estimates in the HFCP Final EIR (approximately 90 percent fewer trips on a daily basis using Skechers traffic count data and approximately 85 percent fewer trips using Institute of Transportation Engineers (ITE) 10th Edition trip generation data compared to the number of trips predicted in the HFCP Final EIR for the two Parcels), associated air emissions would also be lower than what would occur under the approved Project, no new operational impacts would occur.

As the development of Parcels 2 and 3 would generate fewer vehicle trips, the development of Parcels 2 and 3 would not result in a CO hotspot. Additionally, air emissions and associated health risks would also be lower than what would occur under the approved Project and no new impacts would occur. Therefore, operational emissions and impacts to sensitive receptors would not increase and the development of Parcels 2 and 3 would not result in the exposure of sensitive receptors to substantial pollutant concentrations. Therefore, preparation of a subsequent environmental impact report is not warranted.

GREENHOUSE GAS EMISSIONS

Previous Significance Determination: The HFCP Final EIR determined that greenhouse gas (GHG) emissions would result in a significant and unavoidable impact despite the implementation of Mitigation Measures MM GCC-1 through MM GCC-10.

Project Specific Analysis:

Threshold (a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

Threshold (b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

The HFCP Final EIR for the Approved Project determined that GHG emissions would be significant and unavoidable despite implementation of mitigation. Based on the Project *Trip Generation Consistency Memorandum* prepared by Kimley-Horn (September 2018), the development of Parcels 2 and 3 would result in fewer vehicle trips than the Approved Project. Additionally, even with the increase in total square footage for Parcels 2 and 3 (the 200,000 square foot increase in logistics facilities and the

120,000 square foot reduction in commercial facilities). The emissions projections for Parcels 2 and 3, as a result of the changes, fall below Final EIR projections.

The SCAQMD has adopted a quantitative GHG emission significance threshold of 10,000 $MTCO_2e$/year to assess direct impacts from industrial projects where the SCAQMD is the lead agency. This threshold was also considered by the SCAQMD GHG CEQA Significance Threshold Stakeholder Working Group. However, no threshold has been formally adopted for use by all lead agencies. The GHG CEQA Significance Threshold Stakeholder Working Group was formed to assist SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State Office of Planning and Research, CARB, the Attorney General's Office, a variety of city and county planning departments in the South Coast Air Basin, various utilities such as sanitation and power companies throughout the South Coast Air Basin, industry groups, and environmental and professional organizations. The numeric threshold was developed to be consistent with CEQA requirements for developing significance thresholds, are supported by substantial evidence, and provides guidance to CEQA practitioners in determining whether GHG emissions from a proposed project are significant.

Operational GHG emissions associated with the development of Parcels 2 and 3 are summarized in Table 4 (Construction and Operational GHG Emissions [Mitigated])**.** The estimated emissions associated with proposed operations are compared to the emissions predicted in the HFCP Final EIR for the two Parcels. As shown in Table 4, the GHG emissions from development of Parcels 2 and 3 are below the SCAQMD 10,000 $MTCO_2e$ threshold and would be 19,906 $MTCO_2e$ less than what was analyzed in the HFCP Final EIR for the two Parcels.

Modeled emissions are broken down into the general categories of mobile sources, water demand, energy consumption, area sources, solid waste and sequestration. Emissions from the development of Parcels 2 and 3 from these categories are discussed below.

Construction. Construction would result in direct GHG emissions. Construction GHG emissions are typically summed and amortized over the lifetime of the project (assumed to be 30 years), then added to the operational emissions[4]. The amortized emissions associated with development on Parcels 2 and 3 would be 47 $MTCO_2e$ per year. The HFCP Final EIR predicted amortized construction emissions from Parcel 2 and 3 as 59 $MTCO_2eq$. Once construction is complete, the generation of these GHG emissions would cease.

Area Sources. Area source emissions occur from hearths, architectural coatings, landscaping equipment, and consumer products. The development of Parcels 2 and 3 involves logistics uses and would not include hearths. Landscaping and consumer products would be limited. Additionally, the primary emissions from architectural coatings are volatile organic compounds, which are relatively

[4] The project lifetime is based on the standard 30-year assumption of the South Coast Air Quality Management District (South Coast Air Quality Management District, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13,* August 26, 2009).

insignificant as direct GHG emissions. As shown in Table 4, the development of Parcels 2 and 3 would result in 0.02 $MTCO_2eq/yr$. The difference in water demand related energy consumption is primarily due to building area and land use type, as well as differences in consumption and emissions factors.

Table 4: Construction and Operational GHG Emissions (Mitigated)

Source	Emissions ($MTCO_2e$ per Year) [1]
Parcels 2 and 3[2] *800,000 square feet of logistics (Parcels 2 and 3)*	
Construction Amortized Over 30 Years	46
Area Source (Landscape Equipment)	0.02
Energy (Electricity and Natural Gas)	412
Mobile Sources (Motor Vehicles)	5,390
Off-road (Forklifts)	141
Stationary (Fire Pumps)	115
Waste	189
Water and Wastewater	818
Total	**7,111**
SCAQMD Industrial Project Threshold	*10,000*
Exceeds SCAQMD Threshold?	**No**
Approved Highland Fairview Corporate Park Final EIR – Parcels 2 and 3 [2, 3] *600,000 square feet of logistics (Parcel 2) in Phase 2 and 120,000 square feet of commercial (Parcel 3) in Phase 3.*	
Construction Amortized Over 30 Years	59
Natural Gas (Energy)	230
Indirect Electricity (Energy)	1,121
Motor Vehicles	25,443
Refrigerants (Area Source)	160
Landscape Equipment (Area Source)	1
Water Transport for Building Uses	37
Water Transport for Landscape	37
Sinks (Onsite Tree Sequestration)[4]	-68
Total	**27,018**
Difference	***-19,906***

Notes:

1. Emissions modeled with CalEEMod version 2016.3.2 using ITE 10th Edition trip rates and Final EIR fleet mix and trip lengths. CalEEMod vehicle emissions factors were updated with EMFAC2017 vehicle emissions factors. Mobile source emissions based on ITE 10th Edition trip rates are conservatively presented in this table. Mobile emissions using Skechers trip rates are lower than the emissions shown in this table. Mitigation includes. Refer to Appendix A for model outputs.
2. Emissions in this table are mitigated. HFCP Final EIR Mitigation Measures MM GCC-1 through MM GHG-6 and MM GHG -8 through MM GCC-11 would be required.
3. Parcel 2 and 3 emissions are derived from the approved *HFCP Final EIR*, Table 5.3-27 and Table 5.3-28 (2008).
4. Sequestration emissions were conservatively not included in the emissions modeling for the proposed development on Parcels 2 and 3.

Energy Consumption. Energy consumption consists of emissions from project consumption of electricity and natural gas. The development of Parcels 2 and 3 would result in 412 $MTCO_2e$/yr and the and the Approved project would result in 1,351 $MTCO_2e$/yr from energy consumption; refer to Table 4. The difference in energy consumption emissions is primarily due to building area and land use type, as well as differences (i.e. updates) in consumption and emissions factors.

Mobile Sources. Mobiles sources from the development of Parcels 2 and 3 were calculated with CalEEMod and Approved Project emissions were calculated with URBEMIS (the recommended emissions model at the time the Draft HFCP EIR was prepared). Both CalEEMod and URBMIS use the CARB EMFAC emissions database and project specific land use data to calculate mobile source emissions. The CalEEMod vehicle emissions factors were manually updated with EMFAC2017 vehicle emissions factors. As shown in Table 4, the HFCP Final EIR predicted Parcel 2 and 3 mobile sources would generate 25,443 $MTCO_2eq$/yr while the emissions predicted from the development of Parcels 2 and 3 using the current EMFAC and CalEEMod models would be 5,390 $MTCO_2eq$/yr. This decrease is due to the lower trip generation with the development of Parcels 2 and 3 and the fact that the models reflect the fact that emissions improve over time because of regulatory requirements, inspection and maintenance programs, and fleet turnover.

Water Demand. As shown in Table 4, the development of Parcels 2 and 3 would result in 818 $MTCO_2e$/yr, an increase from the 74 $MTCO_2e$ predicted in the HFCP Final EIR, from the electricity consumption associated with water conveyance and treatment. The difference in water demand related energy consumption is primarily due to building area and land use type, as well as differences in consumption and emissions factors.

Solid Waste. The development of Parcels 2 and 3 would result in 189 $MTCO_2e$/yr. The HFCP Final EIR did not quantify solid waste emissions for the Approved Project.

Sequestration. Sequestration refers to the process of vegetation storing CO_2 (thereby reducing project CO_2 emissions) as landscaping would be added to the site. Conservatively, the emissions modeling for the development of Parcels 2 and 3 does not take credit for sequestration. The HFCP Final EIR determined that the vegetation included as landscaping for the Approved Project would reduce emissions by 68 $MTCO_2eq$/yr.

Impact Conclusion

As shown in Table 4, the development of Parcels 2 and 3 is estimated to generate fewer GHG emissions than what was considered in the HFCP Final EIR for the two Parcels. Additionally, the development on Parcels 2 and 3 would result in 7,112 $MTCO_2e$ per year, which is below the 10,000 $MTCO_2e$ per year threshold. Therefore, no new impacts would occur. HFCP Final EIR Mitigation Measures MM GCC-1 through MM GHG-6 and MM GHG -8 through MM GCC-11 would be required to reduce GHG emissions. It should be noted that MM GHG-7 requires the use of biodiesel fuel during construction. However, this measure is not considered feasible because biodiesel would result in

additional construction NO_X emissions[5] (an ozone precursor). Therefore, there would not be any new or substantially more severe environmental impacts. HFCP Final EIR Mitigation Measures MM GCC-1 through MM GCC-10 would be required to reduce GHG emissions.

Furthermore, since the HFCP Final EIR was adopted, state agencies have implemented additional regulations that will further reduce Project and cumulative GHG emissions, Including:

- California Building Energy Standards and CALGreen Code (effective January 1, 2017);
- Senate Bill 350, approved on October 7, 2015, which increases the state's Renewable Portfolio Standards for electricity providers from 33 percent to 50 percent by December 31, 2030, among other measures;
- California Air Resources Board's Advanced Clean Car program (2012) and Mobile Source Strategy (2016), each of which serve to reduce mobile GHG emissions;
- Executive Order B-16-2012 (Zero Emission Vehicles) which targets having over 1.5 million zero-emission vehicles in the state by 2025;
- Senate Bill 32 (2016 amendments to the California Global Warming Solutions Act) establishing a new target of 40 percent GHG emission reductions below 1990 levels by 2030;
- Assembly Bill 398 (2017) which extends the state's Cap-and-Trade program through 2030; and 2014 and 2017 Scoping Plan Updates (Air Resources Board) which provide a comprehensive plan for the state to achieve its GHG targets through a variety of regulations enacted at the state level.

Mitigation Program

The HFCP Final EIR includes measures to reduce potential impacts associated the implementation of the Highland Fairview Corporate Park Project. The following measures from the HFCP Final EIR are applicable to the development of Parcels 2 and 3:

Mitigation Measures from the Final EIR

MM GCC-1 The project shall be designed to meet applicable 2008 Title 24 energy efficiency requirements, or any more stringent requirements that may be adopted prior to the issuance of building permits for the project.

[5] California Air Resources Board, *Final Report CARB Assessment of the Emissions from the Use of Biodiesel as a Motor Vehicle Fuel in California "Biodiesel Characterization and NO_X Mitigation Study",* October 2011 and California Air Resources Board, *Final Report CARB Comprehensive B5/B10 Biodiesel Blends Heavy-Duty Engine Dynamometer Testing*, June 2014.

MM GCC-2 All buildings shall be designed with "cool roofs" using products certified by the Cool Roof Rating Council, and exposed roof surfaces shall use "cool paints."

MM GCC-3 The project shall install a photovoltaic array (solar panels) or other source of renewable energy generation on-site, or otherwise acquire energy from the local utility that has been generated by renewable sources, to meet the ~~project's Phase 1 office~~ electricity needs of any offices within the Proposed Project.

Note: Mitigation Measure MM GCC-3 has been updated to reflect the Proposed Project.

MM GCC-4 The design and operation of the project shall use ENERGY STAR-qualified energy efficient products for heating and cooling systems and for built-in appliances and lighting.

MM GCC-5 To reduce vehicle miles traveled and emissions associated with trucks and vehicles, the following measures shall be implemented to the satisfaction of the Community Development Director, Public Works Director, Building Official, and Transportation Division Manager:

a. Onsite secure, weather-protected bicycle storage parking shall be provided. Onsite showers (one for males and one for females) and lockers for employees shall be provided in each building. Onsite convenient bicycle parking shall be provided for retail customers.

b. Any traffic lights installed as part of this project shall use Light Emitting Diodes.

c. Pedestrian and bicycle connections shall be provided to surrounding areas consistent with the Existing General Plan.

d. A Transportation Management Association (TMA) shall be established for the project by the applicant. The TMA shall coordinate its efforts with other TMAs in the City and encourage and coordinate carpooling by occupants of the project. The TMA shall advertise its services to the building occupants. The TMA shall offer transit or other incentives to the employees to reduce greenhouse gas emissions. A shuttle shall be provided during any one hour period where the number of employees using public transit exceeds 20 during the period. The TMA shall distribute public transportation information to its employees. The TMA shall provide electronic message board space for coordinating rides. Within two months after project completion, the TMA shall submit a plan to the City that outlines the measures the TMA has implemented and contact information.

e. There shall be preferential parking for carpoolers, vanpools, and alternatively fueled vehicles.

MM GCC-6 The project shall provide a minimum of two electric vehicle-charging stations.

MM GCC-8 Prior to issuance of a grading permit, the project shall have in place a City-approved Solid Waste Diversion and Recycling Plan that demonstrates the diversion and recycling of all salvageable and re-useable wood, metal, plastic and paper products used during project construction. A similar Plan shall be in place prior to occupancy that demonstrates the diversion and recycling of all wood, metal, plastic and paper products during on-going operation of the warehouse and office portions of the project. The Plans shall include the name of the waste hauler, their assumed destination for all waste and recycled materials, and the procedures that will be followed to ensure implementation of this measure.

MMGCC-9 The project shall be certifiable under Leadership in Energy and Environmental Design (LEED). The project shall obtain the following credits from the LEED for New Construction & Major Renovations, version 2.2 (or equivalent): Sustainable Sites Credit 7.1: Heat Island Effect, Non-Roof; LEED Energy & Atmosphere Credit 1, Optimize Energy Performance, in part through installing skylights and utilizing energy efficient lighting. Demonstration of certifiability shall be provided to the satisfaction of the City, prior to the issuance of building permits.

MMGCC-10 The project shall be designed to accommodate trucks utilizing "SmartWay Truck Efficiency" emission reduction features. Trailer tails (extenders) are incompatible with loading docks and are exempt from this measure.

MM GCC-11 Every truck that enters the site with a gross vehicle weight rating over 10,000 pounds shall have an Engine Certification Label. If it does not have the label, it shall be prohibited from entering the project site.

See also MMs AQ-3, AQ-4, AQ-5, AQ-7A, AQ 7B, and AQ-14 through AQ-21, which reduce GHG emissions.

Conclusion

There are no new potentially significant impacts associated with the development of Parcels 2 and 3; therefore, no new and/or refined mitigation measures are required for issues related to GHG emissions.

NOISE

Previous Significance Determination: The HFCP Final EIR determined that Mitigation Measures MM N-1 through MM N-5 would bring construction noise levels into compliance with the Moreno Valley Noise Ordinance and reduce impacts from construction noise to less than significant levels. Operational traffic noise impacts and on-site operational activities would also be less than significant. However, cumulative traffic noise impacts to residences along two roadway segments north of SR-60

are anticipated to be greater than 65 CNEL. Soundwall mitigation is not considered feasible and cumulative noise impacts at these locations were determined to be significant and unavoidable.

Project Specific Analysis:

Threshold (a) **Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;**

Threshold (b) **Exposure of persons to or generation of, excessive groundborne vibration or groundborne noise levels.**

Threshold (c) **Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.**

Threshold (d) **Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.**

The HFCP Final EIR for the Approved Project determined that construction and operational noise impacts would be less than significant with the implementation of construction noise mitigation measures. Cumulative traffic noise impacts would be significant and no feasible mitigation is available. Based on the Project *Trip Generation Consistency Memorandum* prepared by Kimley-Horn (September 2018), the development of Parcels 2 and 3 would result in fewer vehicle trips than the Approved Project, with associated reduction motor vehicle noise. Fewer vehicle trips would reduce the severity of the cumulative noise impacts identified in the HFCP Final EIR. HFCP Final EIR Mitigation Measures MM N-1 and MM N-3 through MM N-5 would be required to reduce construction noise impacts. Therefore, construction-related noise would not increase and no new impacts would occur.

Mitigation Program

The HFCP Final EIR includes measures to reduce potential impacts associated the implementation of the Approved Project. The following measures from the HFCP Final EIR are applicable to the development of Parcels 2 and 3:

Mitigation Measures from the Final EIR

MM N-1 **No Construction Vehicles on Redlands Boulevard south of Future Eucalyptus Avenue.** Other than construction vehicles necessary for identified offsite improvements within Redlands Boulevard, no construction vehicles shall be allowed in the vicinity of any residences on Redlands Boulevard south of existing Fir/future Eucalyptus Avenue. The prohibition for construction traffic should occur for all phases of the proposed project.

MM N-3 **Daytime Construction Noise.** If project site grading activities must occur within 560 feet of noise-sensitive land uses during the daytime (7 a.m. to 8 p.m.), then temporary

sound barriers of sufficient height and density to reduce daytime noise levels to 60 dBA (Leq) or less must be placed between the grading activities and the noise-sensitive land uses. Prior to the issuance of a grading permit, the developer shall submit a NRCP to the City as part of the grading permit submittal showing the limits of daytime construction based on the 560 foot setback in relation to the location of occupied residential dwellings and their associated parcels and other noises sensitive uses.

In the event any new residential units or other noise sensitive land uses are built and occupied in the vicinity of the project site prior to completion of Phase 1 construction, the NRCP shall be modified to show the new 560 foot setback for day time construction and grading activities in relation to the new residences.

With the implementation of this mitigation measure the loudest noise level that would be experienced at any developed residential parcel would be less than 60 dBA (Leq) during the daytime, and these levels would be consistent with the limits established in the City's Noise Ordinance. Compliance with these standards during Phase 1 construction of the project should be assured through the NRCP and periodic monitoring of noise levels at developed residential parcels within 560 feet of the project site. This mitigation measure does not apply to off-site construction.

MM N-4 **Require Equipment Maintenance.** All equipment should be maintained in good working order and fitted with the appropriate silencers, mufflers or acoustic covers where applicable.

MM N-5 **Locate Material Stockpiles 1,200 Feet from Residences south of the Freeway.** Material stockpiles should be located at least 1,200 feet from the residences south of future Eucalyptus Avenue along ~~Theodore Street~~ World Logistics Parkway and Redlands Boulevard. Remotely locating the stockpiles reduces the noise at the residences from equipment traveling to and from the stockpiles and the banging noises that are sometimes associated with stacking materials.

Note: Mitigation Measure MM N-5 has been updated to reflect the current street name.

Threshold (e) **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels; and**

Threshold (f) **For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels.**

Parcels 2 and 3 are not located within an airport land use plan and are not located within two miles of a public airport or public use airport. The nearest private airport to Parcels 2 and 3 is Redlands Municipal Airport, located approximately 10 miles to the north. Due to the distance, noise levels from aircraft activities associated with airports will be less than significant. Accordingly, no new impact or a substantial increase in the severity of a previously identified significant impact evaluated in the Final EIR would occur. Additionally, no new information of substantial importance that was not known and could not have been known at the time the Final EIR was certified is available that would change the impact finding.

Mitigation Program

None identified in the HFCP Final EIR.

Conclusion

With regard to CEQA Section 21166 and CEQA Guidelines Section 15162(a), the development on Parcels 2 and 3 would not result in any new impacts, or increase the severity of the previously identified impacts, with respect to noise. Therefore, preparation of a subsequent environmental impact report is not warranted.

Appendix A

Air Quality and GHG Data

HFCP Proposed Project - Construction

Riverside-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	800.00	1000sqft	18.37	800,000.00	0
Free-Standing Discount Superstore	80.00	1000sqft	1.84	80,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
Climate Zone	10			**Operational Year**	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - anticipated schedule

Off-road Equipment - anticipated equipment

Off-road Equipment - anticipated equipment

Off-road Equipment - anticipated equipment to account for on-site earthwork

Off-road Equipment - anticipated equipment

Off-road Equipment - anticipated equipment

Trips and VMT -

Grading - project earthwork

Construction Off-road Equipment Mitigation - Per Rule 403

Operational Off-Road Equipment -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	6
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	120.00
tblConstructionPhase	NumDays	370.00	170.00
tblGrading	AcresOfGrading	157.50	87.50
tblOffRoadEquipment	HorsePower	172.00	200.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	8.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	4.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019	2.1827	8.4717	6.6626	0.0153	0.5893	0.3947	0.9839	0.1809	0.3725	0.5534	0.0000	1,375.3472	1,375.3472	0.2159	0.0000	1,380.7447
2020	2.8792	0.0805	0.1809	4.3000e-004	0.0332	4.8600e-003	0.0381	8.8300e-003	4.8500e-003	0.0137	0.0000	38.5321	38.5321	1.5300e-003	0.0000	38.5703
Maximum	**2.8792**	**8.4717**	**6.6626**	**0.0153**	**0.5893**	**0.3947**	**0.9839**	**0.1809**	**0.3725**	**0.5534**	**0.0000**	**1,375.3472**	**1,375.3472**	**0.2159**	**0.0000**	**1,380.7447**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019	2.1827	8.4717	6.6626	0.0153	0.4717	0.3947	0.8664	0.1359	0.3725	0.5084	0.0000	1,375.3463	1,375.3463	0.2159	0.0000	1,380.7438
2020	2.8792	0.0805	0.1809	4.3000e-004	0.0315	4.8600e-003	0.0364	8.4000e-003	4.8500e-003	0.0133	0.0000	38.5321	38.5321	1.5300e-003	0.0000	38.5703
Maximum	**2.8792**	**8.4717**	**6.6626**	**0.0153**	**0.4717**	**0.3947**	**0.8664**	**0.1359**	**0.3725**	**0.5084**	**0.0000**	**1,375.3463**	**1,375.3463**	**0.2159**	**0.0000**	**1,380.7438**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**19.16**	**0.00**	**11.67**	**23.96**	**0.00**	**8.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-1-2019	3-31-2019	2.7372	2.7372
2	4-1-2019	6-30-2019	2.9089	2.9089
3	7-1-2019	9-30-2019	2.9408	2.9408
4	10-1-2019	12-31-2019	2.0469	2.0469
5	1-1-2020	3-31-2020	2.2909	2.2909
6	4-1-2020	6-30-2020	0.6797	0.6797

		Highest	2.9408	2.9408

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	1/1/2019	2/18/2019	5	35	
2	Building Construction	Building Construction	2/19/2019	10/14/2019	5	170	
3	Paving	Paving	10/15/2019	11/11/2019	5	20	
4	Architectural Coating	Architectural Coating	11/12/2019	4/27/2020	5	120	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 87.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,320,000; Non-Residential Outdoor: 440,000; Striped Parking

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Excavators	0	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Other Construction Equipment	1	8.00	200	0.42
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	4	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	4	7.00	231	0.29
Building Construction	Forklifts	8	8.00	89	0.20
Building Construction	Generator Sets	4	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	4	7.00	97	0.37
Building Construction	Welders	4	8.00	46	0.45

Paving	Pavers	4	8.00	130	0.42
Paving	Paving Equipment	4	8.00	132	0.36
Paving	Rollers	4	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading	9	23.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	24	362.00	144.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	12	30.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	72.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Grading - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1518	0.0000	0.1518	0.0629	0.0000	0.0629	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1111	1.3122	0.7520	1.4300e-003		0.0549	0.0549		0.0505	0.0505	0.0000	128.8696	128.8696	0.0408	0.0000	129.8890

Total	**0.1111**	**1.3122**	**0.7520**	**1.4300e-003**	**0.1518**	**0.0549**	**0.2067**	**0.0629**	**0.0505**	**0.1134**	**0.0000**	**128.8696**	**128.8696**	**0.0408**	**0.0000**	**129.8890**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-003	1.4600e-003	0.0153	4.0000e-005	4.4200e-003	3.0000e-005	4.4500e-003	1.1700e-003	3.0000e-005	1.2000e-003	0.0000	3.8222	3.8222	1.0000e-004	0.0000	3.8248
Total	**2.0000e-003**	**1.4600e-003**	**0.0153**	**4.0000e-005**	**4.4200e-003**	**3.0000e-005**	**4.4500e-003**	**1.1700e-003**	**3.0000e-005**	**1.2000e-003**	**0.0000**	**3.8222**	**3.8222**	**1.0000e-004**	**0.0000**	**3.8248**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0562	0.0000	0.0562	0.0233	0.0000	0.0233	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1111	1.3122	0.7520	1.4300e-003		0.0549	0.0549		0.0505	0.0505	0.0000	128.8695	128.8695	0.0408	0.0000	129.8888
Total	**0.1111**	**1.3122**	**0.7520**	**1.4300e-003**	**0.0562**	**0.0549**	**0.1111**	**0.0233**	**0.0505**	**0.0738**	**0.0000**	**128.8695**	**128.8695**	**0.0408**	**0.0000**	**129.8888**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-003	1.4600e-003	0.0153	4.0000e-005	4.1900e-003	3.0000e-005	4.2200e-003	1.1200e-003	3.0000e-005	1.1400e-003	0.0000	3.8222	3.8222	1.0000e-004	0.0000	3.8248
Total	**2.0000e-003**	**1.4600e-003**	**0.0153**	**4.0000e-005**	**4.1900e-003**	**3.0000e-005**	**4.2200e-003**	**1.1200e-003**	**3.0000e-005**	**1.1400e-003**	**0.0000**	**3.8222**	**3.8222**	**1.0000e-004**	**0.0000**	**3.8248**

3.3 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.6099	5.2904	4.0596	6.7800e-003		0.3081	0.3081		0.2923	0.2923	0.0000	586.6772	586.6772	0.1274	0.0000	589.8632
Total	**0.6099**	**5.2904**	**4.0596**	**6.7800e-003**		**0.3081**	**0.3081**		**0.2923**	**0.2923**	**0.0000**	**586.6772**	**586.6772**	**0.1274**	**0.0000**	**589.8632**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0415	1.4125	0.2812	3.1700e-003	0.0773	0.0106	0.0880	0.0223	0.0102	0.0325	0.0000	303.0819	303.0819	0.0258	0.0000	303.7275
Worker	0.1528	0.1113	1.1675	3.2300e-003	0.3382	2.1200e-003	0.3403	0.0898	1.9600e-003	0.0918	0.0000	292.1944	292.1944	7.9900e-003	0.0000	292.3943
Total	**0.1943**	**1.5239**	**1.4487**	**6.4000e-003**	**0.4155**	**0.0128**	**0.4283**	**0.1121**	**0.0121**	**0.1242**	**0.0000**	**595.2763**	**595.2763**	**0.0338**	**0.0000**	**596.1218**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.6099	5.2904	4.0596	6.7800e-003		0.3081	0.3081		0.2923	0.2923	0.0000	586.6765	586.6765	0.1274	0.0000	589.8625
Total	**0.6099**	**5.2904**	**4.0596**	**6.7800e-003**		**0.3081**	**0.3081**		**0.2923**	**0.2923**	**0.0000**	**586.6765**	**586.6765**	**0.1274**	**0.0000**	**589.8625**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0415	1.4125	0.2812	3.1700e-003	0.0740	0.0106	0.0847	0.0215	0.0102	0.0317	0.0000	303.0819	303.0819	0.0258	0.0000	303.7275
Worker	0.1528	0.1113	1.1675	3.2300e-003	0.3206	2.1200e-003	0.3227	0.0855	1.9600e-003	0.0874	0.0000	292.1944	292.1944	7.9900e-003	0.0000	292.3943

Total	**0.1943**	**1.5239**	**1.4487**	**6.4000e-003**	**0.3946**	**0.0128**	**0.4074**	**0.1070**	**0.0121**	**0.1191**	**0.0000**	**595.2763**	**595.2763**	**0.0338**	**0.0000**	**596.1218**

3.4 Paving - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0291	0.3049	0.2933	4.6000e-004		0.0165	0.0165		0.0152	0.0152	0.0000	40.9504	40.9504	0.0130	0.0000	41.2743
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0291**	**0.3049**	**0.2933**	**4.6000e-004**		**0.0165**	**0.0165**		**0.0152**	**0.0152**	**0.0000**	**40.9504**	**40.9504**	**0.0130**	**0.0000**	**41.2743**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4900e-003	1.0900e-003	0.0114	3.0000e-005	3.3000e-003	2.0000e-005	3.3200e-003	8.8000e-004	2.0000e-005	8.9000e-004	0.0000	2.8488	2.8488	8.0000e-005	0.0000	2.8508
Total	**1.4900e-003**	**1.0900e-003**	**0.0114**	**3.0000e-005**	**3.3000e-003**	**2.0000e-005**	**3.3200e-003**	**8.8000e-004**	**2.0000e-005**	**8.9000e-004**	**0.0000**	**2.8488**	**2.8488**	**8.0000e-005**	**0.0000**	**2.8508**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0291	0.3049	0.2933	4.6000e-004		0.0165	0.0165		0.0152	0.0152	0.0000	40.9503	40.9503	0.0130	0.0000	41.2742
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0291**	**0.3049**	**0.2933**	**4.6000e-004**		**0.0165**	**0.0165**		**0.0152**	**0.0152**	**0.0000**	**40.9503**	**40.9503**	**0.0130**	**0.0000**	**41.2742**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4900e-003	1.0900e-003	0.0114	3.0000e-005	3.1300e-003	2.0000e-005	3.1500e-003	8.3000e-004	2.0000e-005	8.5000e-004	0.0000	2.8488	2.8488	8.0000e-005	0.0000	2.8508
Total	**1.4900e-003**	**1.0900e-003**	**0.0114**	**3.0000e-005**	**3.1300e-003**	**2.0000e-005**	**3.1500e-003**	**8.3000e-004**	**2.0000e-005**	**8.5000e-004**	**0.0000**	**2.8488**	**2.8488**	**8.0000e-005**	**0.0000**	**2.8508**

3.5 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Archit. Coating	1.2236					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.8000e-003	0.0330	0.0331	5.0000e-005		2.3200e-003	2.3200e-003		2.3200e-003	2.3200e-003	0.0000	4.5959	4.5959	3.9000e-004	0.0000	4.6056
Total	**1.2284**	**0.0330**	**0.0331**	**5.0000e-005**		**2.3200e-003**	**2.3200e-003**		**2.3200e-003**	**2.3200e-003**	**0.0000**	**4.5959**	**4.5959**	**3.9000e-004**	**0.0000**	**4.6056**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.4400e-003	4.6900e-003	0.0492	1.4000e-004	0.0142	9.0000e-005	0.0143	3.7800e-003	8.0000e-005	3.8600e-003	0.0000	12.3069	12.3069	3.4000e-004	0.0000	12.3153
Total	**6.4400e-003**	**4.6900e-003**	**0.0492**	**1.4000e-004**	**0.0142**	**9.0000e-005**	**0.0143**	**3.7800e-003**	**8.0000e-005**	**3.8600e-003**	**0.0000**	**12.3069**	**12.3069**	**3.4000e-004**	**0.0000**	**12.3153**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.2236					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.8000e-003	0.0330	0.0331	5.0000e-005		2.3200e-003	2.3200e-003		2.3200e-003	2.3200e-003	0.0000	4.5959	4.5959	3.9000e-004	0.0000	4.6056
Total	**1.2284**	**0.0330**	**0.0331**	**5.0000e-005**		**2.3200e-003**	**2.3200e-003**		**2.3200e-003**	**2.3200e-003**	**0.0000**	**4.5959**	**4.5959**	**3.9000e-004**	**0.0000**	**4.6056**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.4400e-003	4.6900e-003	0.0492	1.4000e-004	0.0135	9.0000e-005	0.0136	3.6000e-003	8.0000e-005	3.6800e-003	0.0000	12.3069	12.3069	3.4000e-004	0.0000	12.3153
Total	**6.4400e-003**	**4.6900e-003**	**0.0492**	**1.4000e-004**	**0.0135**	**9.0000e-005**	**0.0136**	**3.6000e-003**	**8.0000e-005**	**3.6800e-003**	**0.0000**	**12.3069**	**12.3069**	**3.4000e-004**	**0.0000**	**12.3153**

3.5 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	2.8552					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0102	0.0707	0.0769	1.2000e-004		4.6600e-003	4.6600e-003		4.6600e-003	4.6600e-003	0.0000	10.7237	10.7237	8.3000e-004	0.0000	10.7444
Total	**2.8653**	**0.0707**	**0.0769**	**1.2000e-004**		**4.6600e-003**	**4.6600e-003**		**4.6600e-003**	**4.6600e-003**	**0.0000**	**10.7237**	**10.7237**	**8.3000e-004**	**0.0000**	**10.7444**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0139	9.7400e-003	0.1040	3.1000e-004	0.0332	2.0000e-004	0.0334	8.8300e-003	1.9000e-004	9.0100e-003	0.0000	27.8085	27.8085	7.0000e-004	0.0000	27.8259
Total	**0.0139**	**9.7400e-003**	**0.1040**	**3.1000e-004**	**0.0332**	**2.0000e-004**	**0.0334**	**8.8300e-003**	**1.9000e-004**	**9.0100e-003**	**0.0000**	**27.8085**	**27.8085**	**7.0000e-004**	**0.0000**	**27.8259**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	2.8552					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0102	0.0707	0.0769	1.2000e-004		4.6600e-003	4.6600e-003		4.6600e-003	4.6600e-003	0.0000	10.7237	10.7237	8.3000e-004	0.0000	10.7444
Total	**2.8653**	**0.0707**	**0.0769**	**1.2000e-004**		**4.6600e-003**	**4.6600e-003**		**4.6600e-003**	**4.6600e-003**	**0.0000**	**10.7237**	**10.7237**	**8.3000e-004**	**0.0000**	**10.7444**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0139	9.7400e-003	0.1040	3.1000e-004	0.0315	2.0000e-004	0.0317	8.4000e-003	1.9000e-004	8.5900e-003	0.0000	27.8085	27.8085	7.0000e-004	0.0000	27.8259
Total	**0.0139**	**9.7400e-003**	**0.1040**	**3.1000e-004**	**0.0315**	**2.0000e-004**	**0.0317**	**8.4000e-003**	**1.9000e-004**	**8.5900e-003**	**0.0000**	**27.8085**	**27.8085**	**7.0000e-004**	**0.0000**	**27.8259**

HFCP Proposed Project - Construction

Riverside-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	800.00	1000sqft	18.37	800,000.00	0
Free-Standing Discount Superstore	80.00	1000sqft	1.84	80,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
Climate Zone	10			**Operational Year**	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - anticipated schedule

Off-road Equipment - anticipated equipment

Off-road Equipment - anticipated equipment

Off-road Equipment - anticipated equipment to account for on-site earthwork

Off-road Equipment - anticipated equipment

Off-road Equipment - anticipated equipment

Trips and VMT -

Grading - project earthwork

Construction Off-road Equipment Mitigation - Per Rule 403

Operational Off-Road Equipment -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	6
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	120.00
tblConstructionPhase	NumDays	370.00	170.00
tblGrading	AcresOfGrading	157.50	87.50
tblOffRoadEquipment	HorsePower	172.00	200.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	8.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	4.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	68.6429	79.8556	66.9135	0.1591	8.9304	3.7741	12.0680	3.6647	3.5809	6.5512	0.0000	15,719.2344	15,719.2344	2.5756	0.0000	15,771.4219
2020	68.5886	1.9005	4.7346	0.0109	0.8048	0.1158	0.9206	0.2134	0.1154	0.3289	0.0000	1,074.5961	1,074.5961	0.0421	0.0000	1,075.6492
Maximum	**68.6429**	**79.8556**	**66.9135**	**0.1591**	**8.9304**	**3.7741**	**12.0680**	**3.6647**	**3.5809**	**6.5512**	**0.0000**	**15,719.2344**	**15,719.2344**	**2.5756**	**0.0000**	**15,771.4219**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	68.6429	79.8556	66.9135	0.1591	4.7180	3.7741	8.4921	1.3974	3.5809	4.8580	0.0000	15,719.2344	15,719.2344	2.5756	0.0000	15,771.4219
2020	68.5886	1.9005	4.7346	0.0109	0.7628	0.1158	0.8786	0.2031	0.1154	0.3186	0.0000	1,074.5961	1,074.5961	0.0421	0.0000	1,075.6492
Maximum	**68.6429**	**79.8556**	**66.9135**	**0.1591**	**4.7180**	**3.7741**	**8.4921**	**1.3974**	**3.5809**	**4.8580**	**0.0000**	**15,719.2344**	**15,719.2344**	**2.5756**	**0.0000**	**15,771.4219**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**43.70**	**0.00**	**27.85**	**58.73**	**0.00**	**24.76**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	1/1/2019	2/18/2019	5	35	

2	Building Construction	Building Construction	2/19/2019	10/14/2019	5	170	
3	Paving	Paving	10/15/2019	11/11/2019	5	20	
4	Architectural Coating	Architectural Coating	11/12/2019	4/27/2020	5	120	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 87.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,320,000; Non-Residential Outdoor: 440,000; Striped Parking

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Excavators	0	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Other Construction Equipment	1	8.00	200	0.42
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	4	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	4	7.00	231	0.29
Building Construction	Forklifts	8	8.00	89	0.20
Building Construction	Generator Sets	4	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	4	7.00	97	0.37
Building Construction	Welders	4	8.00	46	0.45
Paving	Pavers	4	8.00	130	0.42
Paving	Paving Equipment	4	8.00	132	0.36
Paving	Rollers	4	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class

Grading	9	23.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	24	362.00	144.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	12	30.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	72.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Grading - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	6.3480	74.9841	42.9732	0.0820		3.1360	3.1360		2.8851	2.8851		8,117.3973	8,117.3973	2.5683		8,181.6038
Total	**6.3480**	**74.9841**	**42.9732**	**0.0820**	**8.6733**	**3.1360**	**11.8093**	**3.5965**	**2.8851**	**6.4816**		**8,117.3973**	**8,117.3973**	**2.5683**		**8,181.6038**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day											lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1266	0.0777	1.0218	2.6300e-003	0.2571	1.5900e-003	0.2587	0.0682	1.4600e-003	0.0696		261.6301	261.6301	7.3200e-003		261.8133
Total	**0.1266**	**0.0777**	**1.0218**	**2.6300e-003**	**0.2571**	**1.5900e-003**	**0.2587**	**0.0682**	**1.4600e-003**	**0.0696**		**261.6301**	**261.6301**	**7.3200e-003**		**261.8133**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.2135	0.0000	3.2135	1.3325	0.0000	1.3325			0.0000			0.0000
Off-Road	6.3480	74.9841	42.9732	0.0820		3.1360	3.1360		2.8851	2.8851	0.0000	8,117.3973	8,117.3973	2.5683		8,181.6038
Total	**6.3480**	**74.9841**	**42.9732**	**0.0820**	**3.2135**	**3.1360**	**6.3494**	**1.3325**	**2.8851**	**4.2176**	**0.0000**	**8,117.3973**	**8,117.3973**	**2.5683**		**8,181.6038**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

Worker	0.1266	0.0777	1.0218	2.6300e-003	0.2437	1.5900e-003	0.2453	0.0649	1.4600e-003	0.0664		261.6301	261.6301	7.3200e-003		261.8133
Total	**0.1266**	**0.0777**	**1.0218**	**2.6300e-003**	**0.2437**	**1.5900e-003**	**0.2453**	**0.0649**	**1.4600e-003**	**0.0664**		**261.6301**	**261.6301**	**7.3200e-003**		**261.8133**

3.3 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	7.1752	62.2404	47.7596	0.0798		3.6246	3.6246		3.4388	3.4388		7,608.2460	7,608.2460	1.6527		7,649.5637
Total	**7.1752**	**62.2404**	**47.7596**	**0.0798**		**3.6246**	**3.6246**		**3.4388**	**3.4388**		**7,608.2460**	**7,608.2460**	**1.6527**		**7,649.5637**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4796	16.3920	3.0718	0.0379	0.9222	0.1245	1.0467	0.2655	0.1191	0.3846		3,993.1576	3,993.1576	0.3195		4,001.1453
Worker	1.9932	1.2232	16.0820	0.0414	4.0463	0.0250	4.0713	1.0731	0.0230	1.0961		4,117.8308	4,117.8308	0.1153		4,120.7128
Total	**2.4728**	**17.6152**	**19.1539**	**0.0793**	**4.9685**	**0.1495**	**5.1180**	**1.3386**	**0.1421**	**1.4807**		**8,110.9884**	**8,110.9884**	**0.4348**		**8,121.8582**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	7.1752	62.2404	47.7596	0.0798		3.6246	3.6246		3.4388	3.4388	0.0000	7,608.2460	7,608.2460	1.6527		7,649.5637
Total	**7.1752**	**62.2404**	**47.7596**	**0.0798**		**3.6246**	**3.6246**		**3.4388**	**3.4388**	**0.0000**	**7,608.2460**	**7,608.2460**	**1.6527**		**7,649.5637**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4796	16.3920	3.0718	0.0379	0.8828	0.1245	1.0073	0.2558	0.1191	0.3750		3,993.1576	3,993.1576	0.3195		4,001.1453
Worker	1.9932	1.2232	16.0820	0.0414	3.8352	0.0250	3.8602	1.0213	0.0230	1.0443		4,117.8308	4,117.8308	0.1153		4,120.7128
Total	**2.4728**	**17.6152**	**19.1539**	**0.0793**	**4.7180**	**0.1495**	**4.8675**	**1.2771**	**0.1421**	**1.4193**		**8,110.9884**	**8,110.9884**	**0.4348**		**8,121.8582**

3.4 Paving - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day										lb/day					
Off-Road	2.9089	30.4881	29.3297	0.0456		1.6492	1.6492		1.5172	1.5172		4,514.0050	4,514.0050	1.4282		4,549.7096
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.9089**	**30.4881**	**29.3297**	**0.0456**		**1.6492**	**1.6492**		**1.5172**	**1.5172**		**4,514.0050**	**4,514.0050**	**1.4282**		**4,549.7096**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1652	0.1014	1.3328	3.4300e-003	0.3353	2.0700e-003	0.3374	0.0889	1.9100e-003	0.0908		341.2567	341.2567	9.5500e-003		341.4955
Total	**0.1652**	**0.1014**	**1.3328**	**3.4300e-003**	**0.3353**	**2.0700e-003**	**0.3374**	**0.0889**	**1.9100e-003**	**0.0908**		**341.2567**	**341.2567**	**9.5500e-003**		**341.4955**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.9089	30.4881	29.3297	0.0456		1.6492	1.6492		1.5172	1.5172	0.0000	4,514.0050	4,514.0050	1.4282		4,549.7096
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000

Total	**2.9089**	**30.4881**	**29.3297**	**0.0456**		**1.6492**	**1.6492**		**1.5172**	**1.5172**	**0.0000**	**4,514.0050**	**4,514.0050**	**1.4282**		**4,549.7096**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1652	0.1014	1.3328	3.4300e-003	0.3178	2.0700e-003	0.3199	0.0846	1.9100e-003	0.0865		341.2567	341.2567	9.5500e-003		341.4955
Total	**0.1652**	**0.1014**	**1.3328**	**3.4300e-003**	**0.3178**	**2.0700e-003**	**0.3199**	**0.0846**	**1.9100e-003**	**0.0865**		**341.2567**	**341.2567**	**9.5500e-003**		**341.4955**

3.5 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	67.9800					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		282.0423
Total	**68.2464**	**1.8354**	**1.8413**	**2.9700e-003**		**0.1288**	**0.1288**		**0.1288**	**0.1288**		**281.4481**	**281.4481**	**0.0238**		**282.0423**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3964	0.2433	3.1986	8.2300e-003	0.8048	4.9700e-003	0.8098	0.2134	4.5800e-003	0.2180		819.0161	819.0161	0.0229		819.5893
Total	**0.3964**	**0.2433**	**3.1986**	**8.2300e-003**	**0.8048**	**4.9700e-003**	**0.8098**	**0.2134**	**4.5800e-003**	**0.2180**		**819.0161**	**819.0161**	**0.0229**		**819.5893**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	67.9800					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288	0.0000	281.4481	281.4481	0.0238		282.0423
Total	**68.2464**	**1.8354**	**1.8413**	**2.9700e-003**		**0.1288**	**0.1288**		**0.1288**	**0.1288**	**0.0000**	**281.4481**	**281.4481**	**0.0238**		**282.0423**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3964	0.2433	3.1986	8.2300e-003	0.7628	4.9700e-003	0.7678	0.2031	4.5800e-003	0.2077		819.0161	819.0161	0.0229		819.5893
Total	**0.3964**	**0.2433**	**3.1986**	**8.2300e-003**	**0.7628**	**4.9700e-003**	**0.7678**	**0.2031**	**4.5800e-003**	**0.2077**		**819.0161**	**819.0161**	**0.0229**		**819.5893**

3.5 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	67.9800					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
Total	**68.2222**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**		**281.4481**	**281.4481**	**0.0218**		**281.9928**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3664	0.2167	2.9032	7.9600e-003	0.8048	4.8700e-003	0.8097	0.2134	4.4900e-003	0.2179		793.1481	793.1481	0.0203		793.6563

Total	**0.3664**	**0.2167**	**2.9032**	**7.9600e-003**	**0.8048**	**4.8700e-003**	**0.8097**	**0.2134**	**4.4900e-003**	**0.2179**		**793.1481**	**793.1481**	**0.0203**		**793.6563**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	67.9800					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928
Total	**68.2222**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**	**0.0000**	**281.4481**	**281.4481**	**0.0218**		**281.9928**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3664	0.2167	2.9032	7.9600e-003	0.7628	4.8700e-003	0.7677	0.2031	4.4900e-003	0.2076		793.1481	793.1481	0.0203		793.6563
Total	**0.3664**	**0.2167**	**2.9032**	**7.9600e-003**	**0.7628**	**4.8700e-003**	**0.7677**	**0.2031**	**4.4900e-003**	**0.2076**		**793.1481**	**793.1481**	**0.0203**		**793.6563**

HFCP Proposed Project - Construction - Riverside-South Coast County, Winter

HFCP Proposed Project - Construction

Riverside-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	800.00	1000sqft	18.37	800,000.00	0
Free-Standing Discount Superstore	80.00	1000sqft	1.84	80,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
Climate Zone	10			**Operational Year**	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - anticipated schedule

Off-road Equipment - anticipated equipment

Off-road Equipment - anticipated equipment

Off-road Equipment - anticipated equipment to account for on-site earthwork

Off-road Equipment - anticipated equipment

Off-road Equipment - anticipated equipment

Trips and VMT -

Grading - project earthwork

Construction Off-road Equipment Mitigation - Per Rule 403

Operational Off-Road Equipment -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	6
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	120.00
tblConstructionPhase	NumDays	370.00	170.00
tblGrading	AcresOfGrading	157.50	87.50
tblOffRoadEquipment	HorsePower	172.00	200.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	8.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	4.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	68.6338	79.8613	64.3651	0.1534	8.9304	3.7756	12.0680	3.6647	3.5824	6.5512	0.0000	15,146.4344	15,146.4344	2.5746	0.0000	15,199.1318
2020	68.5810	1.9080	4.1799	0.0101	0.8048	0.1158	0.9206	0.2134	0.1154	0.3289	0.0000	992.9778	992.9778	0.0395	0.0000	993.9644
Maximum	**68.6338**	**79.8613**	**64.3651**	**0.1534**	**8.9304**	**3.7756**	**12.0680**	**3.6647**	**3.5824**	**6.5512**	**0.0000**	**15,146.4344**	**15,146.4344**	**2.5746**	**0.0000**	**15,199.1318**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	68.6338	79.8613	64.3651	0.1534	4.7180	3.7756	8.4936	1.3974	3.5824	4.8595	0.0000	15,146.4344	15,146.4344	2.5746	0.0000	15,199.1318
2020	68.5810	1.9080	4.1799	0.0101	0.7628	0.1158	0.8786	0.2031	0.1154	0.3186	0.0000	992.9778	992.9778	0.0395	0.0000	993.9644
Maximum	**68.6338**	**79.8613**	**64.3651**	**0.1534**	**4.7180**	**3.7756**	**8.4936**	**1.3974**	**3.5824**	**4.8595**	**0.0000**	**15,146.4344**	**15,146.4344**	**2.5746**	**0.0000**	**15,199.1318**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**43.70**	**0.00**	**27.84**	**58.73**	**0.00**	**24.74**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	1/1/2019	2/18/2019	5	35	

2	Building Construction	Building Construction	2/19/2019	10/14/2019	5	170	
3	Paving	Paving	10/15/2019	11/11/2019	5	20	
4	Architectural Coating	Architectural Coating	11/12/2019	4/27/2020	5	120	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 87.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,320,000; Non-Residential Outdoor: 440,000; Striped Parking

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Excavators	0	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Other Construction Equipment	1	8.00	200	0.42
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	4	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	4	7.00	231	0.29
Building Construction	Forklifts	8	8.00	89	0.20
Building Construction	Generator Sets	4	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	4	7.00	97	0.37
Building Construction	Welders	4	8.00	46	0.45
Paving	Pavers	4	8.00	130	0.42
Paving	Paving Equipment	4	8.00	132	0.36
Paving	Rollers	4	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class

Grading	9	23.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	24	362.00	144.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	12	30.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	72.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Grading - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	6.3480	74.9841	42.9732	0.0820		3.1360	3.1360		2.8851	2.8851		8,117.3973	8,117.3973	2.5683		8,181.6038
Total	**6.3480**	**74.9841**	**42.9732**	**0.0820**	**8.6733**	**3.1360**	**11.8093**	**3.5965**	**2.8851**	**6.4816**		**8,117.3973**	**8,117.3973**	**2.5683**		**8,181.6038**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day											lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1237	0.0805	0.8281	2.3600e-003	0.2571	1.5900e-003	0.2587	0.0682	1.4600e-003	0.0696		234.7190	234.7190	6.3700e-003		234.8782
Total	**0.1237**	**0.0805**	**0.8281**	**2.3600e-003**	**0.2571**	**1.5900e-003**	**0.2587**	**0.0682**	**1.4600e-003**	**0.0696**		**234.7190**	**234.7190**	**6.3700e-003**		**234.8782**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.2135	0.0000	3.2135	1.3325	0.0000	1.3325			0.0000			0.0000
Off-Road	6.3480	74.9841	42.9732	0.0820		3.1360	3.1360		2.8851	2.8851	0.0000	8,117.3973	8,117.3973	2.5683		8,181.6038
Total	**6.3480**	**74.9841**	**42.9732**	**0.0820**	**3.2135**	**3.1360**	**6.3494**	**1.3325**	**2.8851**	**4.2176**	**0.0000**	**8,117.3973**	**8,117.3973**	**2.5683**		**8,181.6038**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

Worker	0.1237	0.0805	0.8281	2.3600e-003	0.2437	1.5900e-003	0.2453	0.0649	1.4600e-003	0.0664		234.7190	234.7190	6.3700e-003		234.8782
Total	**0.1237**	**0.0805**	**0.8281**	**2.3600e-003**	**0.2437**	**1.5900e-003**	**0.2453**	**0.0649**	**1.4600e-003**	**0.0664**		**234.7190**	**234.7190**	**6.3700e-003**		**234.8782**

3.3 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	7.1752	62.2404	47.7596	0.0798		3.6246	3.6246		3.4388	3.4388		7,608.2460	7,608.2460	1.6527		7,649.5637
Total	**7.1752**	**62.2404**	**47.7596**	**0.0798**		**3.6246**	**3.6246**		**3.4388**	**3.4388**		**7,608.2460**	**7,608.2460**	**1.6527**		**7,649.5637**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.5035	16.3547	3.5715	0.0365	0.9222	0.1261	1.0482	0.2655	0.1206	0.3861		3,843.9164	3,843.9164	0.3549		3,852.7900
Worker	1.9475	1.2662	13.0340	0.0371	4.0463	0.0250	4.0713	1.0731	0.0230	1.0961		3,694.2721	3,694.2721	0.1002		3,696.7781
Total	**2.4510**	**17.6209**	**16.6055**	**0.0736**	**4.9685**	**0.1510**	**5.1195**	**1.3386**	**0.1436**	**1.4822**		**7,538.1885**	**7,538.1885**	**0.4552**		**7,549.5681**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	7.1752	62.2404	47.7596	0.0798		3.6246	3.6246		3.4388	3.4388	0.0000	7,608.2460	7,608.2460	1.6527		7,649.5637
Total	**7.1752**	**62.2404**	**47.7596**	**0.0798**		**3.6246**	**3.6246**		**3.4388**	**3.4388**	**0.0000**	**7,608.2460**	**7,608.2460**	**1.6527**		**7,649.5637**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.5035	16.3547	3.5715	0.0365	0.8828	0.1261	1.0088	0.2558	0.1206	0.3764		3,843.9164	3,843.9164	0.3549		3,852.7900
Worker	1.9475	1.2662	13.0340	0.0371	3.8352	0.0250	3.8602	1.0213	0.0230	1.0443		3,694.2721	3,694.2721	0.1002		3,696.7781
Total	**2.4510**	**17.6209**	**16.6055**	**0.0736**	**4.7180**	**0.1510**	**4.8690**	**1.2771**	**0.1436**	**1.4207**		**7,538.1885**	**7,538.1885**	**0.4552**		**7,549.5681**

3.4 Paving - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e

Category	lb/day										lb/day					
Off-Road	2.9089	30.4881	29.3297	0.0456		1.6492	1.6492		1.5172	1.5172		4,514.0050	4,514.0050	1.4282		4,549.7096
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**2.9089**	**30.4881**	**29.3297**	**0.0456**		**1.6492**	**1.6492**		**1.5172**	**1.5172**		**4,514.0050**	**4,514.0050**	**1.4282**		**4,549.7096**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1614	0.1049	1.0802	3.0700e-003	0.3353	2.0700e-003	0.3374	0.0889	1.9100e-003	0.0908		306.1552	306.1552	8.3100e-003		306.3628
Total	**0.1614**	**0.1049**	**1.0802**	**3.0700e-003**	**0.3353**	**2.0700e-003**	**0.3374**	**0.0889**	**1.9100e-003**	**0.0908**		**306.1552**	**306.1552**	**8.3100e-003**		**306.3628**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.9089	30.4881	29.3297	0.0456		1.6492	1.6492		1.5172	1.5172	0.0000	4,514.0050	4,514.0050	1.4282		4,549.7096
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000

Total	**2.9089**	**30.4881**	**29.3297**	**0.0456**		**1.6492**	**1.6492**		**1.5172**	**1.5172**	**0.0000**	**4,514.0050**	**4,514.0050**	**1.4282**		**4,549.7096**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1614	0.1049	1.0802	3.0700e-003	0.3178	2.0700e-003	0.3199	0.0846	1.9100e-003	0.0865		306.1552	306.1552	8.3100e-003		306.3628
Total	**0.1614**	**0.1049**	**1.0802**	**3.0700e-003**	**0.3178**	**2.0700e-003**	**0.3199**	**0.0846**	**1.9100e-003**	**0.0865**		**306.1552**	**306.1552**	**8.3100e-003**		**306.3628**

3.5 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	67.9800					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		282.0423
Total	**68.2464**	**1.8354**	**1.8413**	**2.9700e-003**		**0.1288**	**0.1288**		**0.1288**	**0.1288**		**281.4481**	**281.4481**	**0.0238**		**282.0423**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3874	0.2519	2.5924	7.3800e-003	0.8048	4.9700e-003	0.8098	0.2134	4.5800e-003	0.2180		734.7724	734.7724	0.0199		735.2708
Total	**0.3874**	**0.2519**	**2.5924**	**7.3800e-003**	**0.8048**	**4.9700e-003**	**0.8098**	**0.2134**	**4.5800e-003**	**0.2180**		**734.7724**	**734.7724**	**0.0199**		**735.2708**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	67.9800					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288	0.0000	281.4481	281.4481	0.0238		282.0423
Total	**68.2464**	**1.8354**	**1.8413**	**2.9700e-003**		**0.1288**	**0.1288**		**0.1288**	**0.1288**	**0.0000**	**281.4481**	**281.4481**	**0.0238**		**282.0423**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3874	0.2519	2.5924	7.3800e-003	0.7628	4.9700e-003	0.7678	0.2031	4.5800e-003	0.2077		734.7724	734.7724	0.0199		735.2708
Total	**0.3874**	**0.2519**	**2.5924**	**7.3800e-003**	**0.7628**	**4.9700e-003**	**0.7678**	**0.2031**	**4.5800e-003**	**0.2077**		**734.7724**	**734.7724**	**0.0199**		**735.2708**

3.5 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	67.9800					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
Total	**68.2222**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**		**281.4481**	**281.4481**	**0.0218**		**281.9928**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3588	0.2242	2.3485	7.1400e-003	0.8048	4.8700e-003	0.8097	0.2134	4.4900e-003	0.2179		711.5298	711.5298	0.0177		711.9716

Total	**0.3588**	**0.2242**	**2.3485**	**7.1400e-003**	**0.8048**	**4.8700e-003**	**0.8097**	**0.2134**	**4.4900e-003**	**0.2179**		**711.5298**	**711.5298**	**0.0177**		**711.9716**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	67.9800					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928
Total	**68.2222**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**	**0.0000**	**281.4481**	**281.4481**	**0.0218**		**281.9928**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3588	0.2242	2.3485	7.1400e-003	0.7628	4.8700e-003	0.7677	0.2031	4.4900e-003	0.2076		711.5298	711.5298	0.0177		711.9716
Total	**0.3588**	**0.2242**	**2.3485**	**7.1400e-003**	**0.7628**	**4.8700e-003**	**0.7677**	**0.2031**	**4.4900e-003**	**0.2076**		**711.5298**	**711.5298**	**0.0177**		**711.9716**

HFCP - Proposed Project - Logistics ITE10th Rates

Riverside-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	200.00	1000sqft	4.59	200,000.00	0
Unrefrigerated Warehouse-No Rail	600.00	1000sqft	13.77	600,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
Climate Zone	10			**Operational Year**	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - operational only run

Vehicle Trips - ITE 10th Trip Rates

Energy Use -

Mobile Land Use Mitigation -

Mobile Commute Mitigation - Trip reduction program, transit incentives, shuttles, ride sharing per MM AQ-5

Area Mitigation -

Energy Mitigation - Reduced energy per updated Title 24, MM AQ-4 Energy Star Appliances, MM AQ-9 LEED

Water Mitigation -

Waste Mitigation - MM AQ-8 Solid Waste Diversion

Fleet Mix - Per DEIR, fleet mix, HHD = 34.39%, MHD = 13.17%, LDH2=6.44%, Passenger = 46%

Operational Off-Road Equipment - equipment

Stationary Sources - Emergency Generators and Fire Pumps -

Vehicle Emission Factors - Updated with EMFAC 2017

Vehicle Emission Factors - Updated with EMFAC 2017

Vehicle Emission Factors - Updated with EMFAC 2017

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblFleetMix	HHD	0.07	0.34
tblFleetMix	LDA	0.54	0.09
tblFleetMix	LHD2	5.3390e-003	0.06
tblFleetMix	MHD	0.02	0.13
tblOperationalOffRoadEquipment	OperFuelType	Diesel	Electrical
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	8.00
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	500.00
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	1,000.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	3.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	3.00
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	100.00
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	100.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	2.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	2.00
tblVehicleEF	HHD	1.50	0.22

tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.11	0.00
tblVehicleEF	HHD	3.46	57.15
tblVehicleEF	HHD	0.46	0.49
tblVehicleEF	HHD	1.51	1.5810e-003
tblVehicleEF	HHD	6,555.40	11,402.12
tblVehicleEF	HHD	1,477.34	1,404.21
tblVehicleEF	HHD	4.68	0.01
tblVehicleEF	HHD	27.96	62.45
tblVehicleEF	HHD	3.07	3.84
tblVehicleEF	HHD	20.33	1.89
tblVehicleEF	HHD	0.02	0.12
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.07
tblVehicleEF	HHD	4.0000e-005	0.00
tblVehicleEF	HHD	0.02	0.12
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8710e-003	8.8120e-003
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	3.7000e-005	0.00
tblVehicleEF	HHD	9.2000e-005	2.6000e-005
tblVehicleEF	HHD	2.7720e-003	4.5000e-005
tblVehicleEF	HHD	0.90	4.69
tblVehicleEF	HHD	5.1000e-005	1.6000e-005
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	1.9500e-004	2.3800e-004
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	0.06	0.11
tblVehicleEF	HHD	0.01	0.01

tblVehicleEF	HHD	7.2000e-005	0.00
tblVehicleEF	HHD	9.2000e-005	2.6000e-005
tblVehicleEF	HHD	2.7720e-003	4.5000e-005
tblVehicleEF	HHD	1.03	5.34
tblVehicleEF	HHD	5.1000e-005	1.6000e-005
tblVehicleEF	HHD	0.11	0.14
tblVehicleEF	HHD	1.9500e-004	2.3800e-004
tblVehicleEF	HHD	0.06	0.00
tblVehicleEF	HHD	1.42	0.23
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.11	0.00
tblVehicleEF	HHD	2.53	55.60
tblVehicleEF	HHD	0.46	0.49
tblVehicleEF	HHD	1.43	1.4920e-003
tblVehicleEF	HHD	6,940.41	11,398.05
tblVehicleEF	HHD	1,477.34	1,404.21
tblVehicleEF	HHD	4.68	0.01
tblVehicleEF	HHD	28.85	60.97
tblVehicleEF	HHD	2.90	3.63
tblVehicleEF	HHD	20.32	1.89
tblVehicleEF	HHD	0.02	0.12
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.07
tblVehicleEF	HHD	4.0000e-005	0.00
tblVehicleEF	HHD	0.01	0.11
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8710e-003	8.8120e-003
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	3.7000e-005	0.00

tblVehicleEF	HHD	1.7900e-004	4.9000e-005
tblVehicleEF	HHD	3.1980e-003	5.0000e-005
tblVehicleEF	HHD	0.84	4.86
tblVehicleEF	HHD	1.0100e-004	3.3000e-005
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	2.0100e-004	2.4400e-004
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	7.1000e-005	0.00
tblVehicleEF	HHD	1.7900e-004	4.9000e-005
tblVehicleEF	HHD	3.1980e-003	5.0000e-005
tblVehicleEF	HHD	0.97	5.54
tblVehicleEF	HHD	1.0100e-004	3.3000e-005
tblVehicleEF	HHD	0.11	0.14
tblVehicleEF	HHD	2.0100e-004	2.4400e-004
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	1.62	0.21
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.11	0.00
tblVehicleEF	HHD	4.76	59.28
tblVehicleEF	HHD	0.46	0.49
tblVehicleEF	HHD	1.51	1.5640e-003
tblVehicleEF	HHD	6,023.73	11,407.74
tblVehicleEF	HHD	1,477.34	1,404.21
tblVehicleEF	HHD	4.68	0.01
tblVehicleEF	HHD	26.74	64.48
tblVehicleEF	HHD	3.05	3.79
tblVehicleEF	HHD	20.33	1.89
tblVehicleEF	HHD	0.02	0.13

tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.07
tblVehicleEF	HHD	4.0000e-005	0.00
tblVehicleEF	HHD	0.02	0.13
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8710e-003	8.8120e-003
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	3.7000e-005	0.00
tblVehicleEF	HHD	7.4000e-005	2.7000e-005
tblVehicleEF	HHD	2.9910e-003	5.1000e-005
tblVehicleEF	HHD	0.96	4.45
tblVehicleEF	HHD	4.5000e-005	1.7000e-005
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	2.0800e-004	2.5200e-004
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	0.06	0.11
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	7.2000e-005	0.00
tblVehicleEF	HHD	7.4000e-005	2.7000e-005
tblVehicleEF	HHD	2.9910e-003	5.1000e-005
tblVehicleEF	HHD	1.11	5.07
tblVehicleEF	HHD	4.5000e-005	1.7000e-005
tblVehicleEF	HHD	0.11	0.14
tblVehicleEF	HHD	2.0800e-004	2.5200e-004
tblVehicleEF	HHD	0.06	0.00
tblVehicleEF	LDA	4.4730e-003	2.7930e-003
tblVehicleEF	LDA	6.2970e-003	0.06
tblVehicleEF	LDA	0.62	0.71
tblVehicleEF	LDA	1.29	2.21

tblVehicleEF	LDA	266.01	270.87
tblVehicleEF	LDA	60.91	56.42
tblVehicleEF	LDA	0.05	0.05
tblVehicleEF	LDA	0.09	0.20
tblVehicleEF	LDA	1.6430e-003	1.5090e-003
tblVehicleEF	LDA	2.2790e-003	1.9920e-003
tblVehicleEF	LDA	1.5150e-003	1.3900e-003
tblVehicleEF	LDA	2.0950e-003	1.8320e-003
tblVehicleEF	LDA	0.06	0.30
tblVehicleEF	LDA	0.11	0.10
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.22
tblVehicleEF	LDA	0.08	0.25
tblVehicleEF	LDA	2.6640e-003	2.6800e-003
tblVehicleEF	LDA	6.3100e-004	5.5800e-004
tblVehicleEF	LDA	0.06	0.30
tblVehicleEF	LDA	0.11	0.10
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.22
tblVehicleEF	LDA	0.09	0.28
tblVehicleEF	LDA	5.0810e-003	3.1460e-003
tblVehicleEF	LDA	5.4700e-003	0.05
tblVehicleEF	LDA	0.76	0.85
tblVehicleEF	LDA	1.14	1.85
tblVehicleEF	LDA	289.77	292.94
tblVehicleEF	LDA	60.91	55.74
tblVehicleEF	LDA	0.05	0.04
tblVehicleEF	LDA	0.08	0.19

tblVehicleEF	LDA	1.6430e-003	1.5090e-003
tblVehicleEF	LDA	2.2790e-003	1.9920e-003
tblVehicleEF	LDA	1.5150e-003	1.3900e-003
tblVehicleEF	LDA	2.0950e-003	1.8320e-003
tblVehicleEF	LDA	0.11	0.56
tblVehicleEF	LDA	0.13	0.12
tblVehicleEF	LDA	0.08	0.44
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.21
tblVehicleEF	LDA	0.07	0.22
tblVehicleEF	LDA	2.9040e-003	2.8980e-003
tblVehicleEF	LDA	6.2800e-004	5.5200e-004
tblVehicleEF	LDA	0.11	0.56
tblVehicleEF	LDA	0.13	0.12
tblVehicleEF	LDA	0.08	0.44
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.21
tblVehicleEF	LDA	0.08	0.24
tblVehicleEF	LDA	4.3110e-003	2.7450e-003
tblVehicleEF	LDA	6.4670e-003	0.06
tblVehicleEF	LDA	0.58	0.68
tblVehicleEF	LDA	1.32	2.19
tblVehicleEF	LDA	259.39	267.14
tblVehicleEF	LDA	60.91	56.40
tblVehicleEF	LDA	0.05	0.04
tblVehicleEF	LDA	0.09	0.20
tblVehicleEF	LDA	1.6430e-003	1.5090e-003
tblVehicleEF	LDA	2.2790e-003	1.9920e-003
tblVehicleEF	LDA	1.5150e-003	1.3900e-003
tblVehicleEF	LDA	2.0950e-003	1.8320e-003

tblVehicleEF	LDA	0.05	0.30
tblVehicleEF	LDA	0.12	0.12
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.24
tblVehicleEF	LDA	0.09	0.25
tblVehicleEF	LDA	2.5980e-003	2.6430e-003
tblVehicleEF	LDA	6.3200e-004	5.5800e-004
tblVehicleEF	LDA	0.05	0.30
tblVehicleEF	LDA	0.12	0.12
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.24
tblVehicleEF	LDA	0.10	0.28
tblVehicleEF	LDT1	0.01	8.9240e-003
tblVehicleEF	LDT1	0.02	0.10
tblVehicleEF	LDT1	1.62	1.77
tblVehicleEF	LDT1	3.78	2.55
tblVehicleEF	LDT1	325.17	321.11
tblVehicleEF	LDT1	74.01	68.78
tblVehicleEF	LDT1	0.16	0.16
tblVehicleEF	LDT1	0.23	0.34
tblVehicleEF	LDT1	2.6810e-003	2.4860e-003
tblVehicleEF	LDT1	3.8960e-003	3.2230e-003
tblVehicleEF	LDT1	2.4680e-003	2.2880e-003
tblVehicleEF	LDT1	3.5830e-003	2.9630e-003
tblVehicleEF	LDT1	0.22	0.97
tblVehicleEF	LDT1	0.37	0.29
tblVehicleEF	LDT1	0.15	0.65
tblVehicleEF	LDT1	0.03	0.04

tblVehicleEF	LDT1	0.22	0.95
tblVehicleEF	LDT1	0.27	0.51
tblVehicleEF	LDT1	3.2720e-003	3.1780e-003
tblVehicleEF	LDT1	8.0700e-004	6.8100e-004
tblVehicleEF	LDT1	0.22	0.97
tblVehicleEF	LDT1	0.37	0.29
tblVehicleEF	LDT1	0.15	0.65
tblVehicleEF	LDT1	0.05	0.06
tblVehicleEF	LDT1	0.22	0.95
tblVehicleEF	LDT1	0.30	0.56
tblVehicleEF	LDT1	0.02	9.9410e-003
tblVehicleEF	LDT1	0.02	0.08
tblVehicleEF	LDT1	1.95	2.08
tblVehicleEF	LDT1	3.33	2.13
tblVehicleEF	LDT1	353.10	344.18
tblVehicleEF	LDT1	74.01	67.86
tblVehicleEF	LDT1	0.15	0.15
tblVehicleEF	LDT1	0.22	0.32
tblVehicleEF	LDT1	2.6810e-003	2.4860e-003
tblVehicleEF	LDT1	3.8960e-003	3.2230e-003
tblVehicleEF	LDT1	2.4680e-003	2.2880e-003
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tblVehicleEF	LDT1	0.44	1.80
tblVehicleEF	LDT1	0.46	0.35
tblVehicleEF	LDT1	0.29	1.26
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.22	0.93
tblVehicleEF	LDT1	0.23	0.44
tblVehicleEF	LDT1	3.5570e-003	3.4060e-003
tblVehicleEF	LDT1	7.9900e-004	6.7200e-004

tblVehicleEF	LDT1	0.44	1.80
tblVehicleEF	LDT1	0.46	0.35
tblVehicleEF	LDT1	0.29	1.26
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.22	0.93
tblVehicleEF	LDT1	0.26	0.48
tblVehicleEF	LDT1	0.01	8.7780e-003
tblVehicleEF	LDT1	0.02	0.10
tblVehicleEF	LDT1	1.52	1.71
tblVehicleEF	LDT1	3.84	2.53
tblVehicleEF	LDT1	316.88	317.20
tblVehicleEF	LDT1	74.01	68.75
tblVehicleEF	LDT1	0.16	0.16
tblVehicleEF	LDT1	0.23	0.34
tblVehicleEF	LDT1	2.6810e-003	2.4860e-003
tblVehicleEF	LDT1	3.8960e-003	3.2230e-003
tblVehicleEF	LDT1	2.4680e-003	2.2880e-003
tblVehicleEF	LDT1	3.5830e-003	2.9630e-003
tblVehicleEF	LDT1	0.19	0.99
tblVehicleEF	LDT1	0.41	0.34
tblVehicleEF	LDT1	0.13	0.65
tblVehicleEF	LDT1	0.03	0.04
tblVehicleEF	LDT1	0.25	1.11
tblVehicleEF	LDT1	0.28	0.51
tblVehicleEF	LDT1	3.1880e-003	3.1390e-003
tblVehicleEF	LDT1	8.0800e-004	6.8000e-004
tblVehicleEF	LDT1	0.19	0.99
tblVehicleEF	LDT1	0.41	0.34
tblVehicleEF	LDT1	0.13	0.65
tblVehicleEF	LDT1	0.05	0.06

tblVehicleEF	LDT1	0.25	1.11
tblVehicleEF	LDT1	0.30	0.56
tblVehicleEF	LDT2	6.1110e-003	4.5190e-003
tblVehicleEF	LDT2	8.2750e-003	0.08
tblVehicleEF	LDT2	0.82	1.03
tblVehicleEF	LDT2	1.71	2.88
tblVehicleEF	LDT2	366.61	346.07
tblVehicleEF	LDT2	83.75	74.32
tblVehicleEF	LDT2	0.09	0.10
tblVehicleEF	LDT2	0.15	0.34
tblVehicleEF	LDT2	1.6030e-003	1.5600e-003
tblVehicleEF	LDT2	2.3200e-003	2.0380e-003
tblVehicleEF	LDT2	1.4740e-003	1.4360e-003
tblVehicleEF	LDT2	2.1330e-003	1.8740e-003
tblVehicleEF	LDT2	0.07	0.45
tblVehicleEF	LDT2	0.13	0.14
tblVehicleEF	LDT2	0.06	0.37
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.44
tblVehicleEF	LDT2	0.11	0.37
tblVehicleEF	LDT2	3.6730e-003	3.4240e-003
tblVehicleEF	LDT2	8.6600e-004	7.3500e-004
tblVehicleEF	LDT2	0.07	0.45
tblVehicleEF	LDT2	0.13	0.14
tblVehicleEF	LDT2	0.06	0.37
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.07	0.44
tblVehicleEF	LDT2	0.12	0.40
tblVehicleEF	LDT2	6.9350e-003	5.0670e-003
tblVehicleEF	LDT2	7.1890e-003	0.07

tblVehicleEF	LDT2	1.00	1.22
tblVehicleEF	LDT2	1.51	2.40
tblVehicleEF	LDT2	398.95	368.67
tblVehicleEF	LDT2	83.75	73.39
tblVehicleEF	LDT2	0.08	0.09
tblVehicleEF	LDT2	0.15	0.32
tblVehicleEF	LDT2	1.6030e-003	1.5600e-003
tblVehicleEF	LDT2	2.3200e-003	2.0380e-003
tblVehicleEF	LDT2	1.4740e-003	1.4360e-003
tblVehicleEF	LDT2	2.1330e-003	1.8740e-003
tblVehicleEF	LDT2	0.14	0.83
tblVehicleEF	LDT2	0.15	0.16
tblVehicleEF	LDT2	0.11	0.69
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.43
tblVehicleEF	LDT2	0.10	0.32
tblVehicleEF	LDT2	3.9980e-003	3.6480e-003
tblVehicleEF	LDT2	8.6300e-004	7.2600e-004
tblVehicleEF	LDT2	0.14	0.83
tblVehicleEF	LDT2	0.15	0.16
tblVehicleEF	LDT2	0.11	0.69
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.07	0.43
tblVehicleEF	LDT2	0.11	0.35
tblVehicleEF	LDT2	5.8750e-003	4.4430e-003
tblVehicleEF	LDT2	8.5090e-003	0.08
tblVehicleEF	LDT2	0.76	0.99
tblVehicleEF	LDT2	1.74	2.86
tblVehicleEF	LDT2	356.95	342.25
tblVehicleEF	LDT2	83.75	74.28

tblVehicleEF	LDT2	0.08	0.09
tblVehicleEF	LDT2	0.15	0.34
tblVehicleEF	LDT2	1.6030e-003	1.5600e-003
tblVehicleEF	LDT2	2.3200e-003	2.0380e-003
tblVehicleEF	LDT2	1.4740e-003	1.4360e-003
tblVehicleEF	LDT2	2.1330e-003	1.8740e-003
tblVehicleEF	LDT2	0.06	0.44
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.05	0.37
tblVehicleEF	LDT2	0.01	0.02
tblVehicleEF	LDT2	0.08	0.51
tblVehicleEF	LDT2	0.11	0.37
tblVehicleEF	LDT2	3.5750e-003	3.3860e-003
tblVehicleEF	LDT2	8.6700e-004	7.3500e-004
tblVehicleEF	LDT2	0.06	0.44
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.05	0.37
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.08	0.51
tblVehicleEF	LDT2	0.13	0.40
tblVehicleEF	LHD1	5.6490e-003	0.07
tblVehicleEF	LHD1	0.01	5.8570e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.15	2.30
tblVehicleEF	LHD1	1.03	0.81
tblVehicleEF	LHD1	2.54	0.88
tblVehicleEF	LHD1	9.27	131.32
tblVehicleEF	LHD1	612.92	640.47
tblVehicleEF	LHD1	30.90	9.43
tblVehicleEF	LHD1	0.09	1.25

tblVehicleEF	LHD1	2.35	1.83
tblVehicleEF	LHD1	1.02	0.28
tblVehicleEF	LHD1	9.6900e-004	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.2500e-004	2.2200e-004
tblVehicleEF	LHD1	9.2700e-004	0.01
tblVehicleEF	LHD1	2.5280e-003	2.5110e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.5100e-004	2.0500e-004
tblVehicleEF	LHD1	3.9460e-003	0.04
tblVehicleEF	LHD1	0.10	0.07
tblVehicleEF	LHD1	0.02	0.28
tblVehicleEF	LHD1	1.9130e-003	0.02
tblVehicleEF	LHD1	0.08	0.07
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.28	0.07
tblVehicleEF	LHD1	9.3000e-005	1.2680e-003
tblVehicleEF	LHD1	6.0140e-003	6.2270e-003
tblVehicleEF	LHD1	3.5800e-004	9.3000e-005
tblVehicleEF	LHD1	3.9460e-003	0.04
tblVehicleEF	LHD1	0.10	0.07
tblVehicleEF	LHD1	0.02	0.40
tblVehicleEF	LHD1	1.9130e-003	0.02
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.30	0.08
tblVehicleEF	LHD1	5.6490e-003	0.07
tblVehicleEF	LHD1	0.01	5.9510e-003
tblVehicleEF	LHD1	0.02	0.01

tblVehicleEF	LHD1	0.15	2.30
tblVehicleEF	LHD1	1.05	0.82
tblVehicleEF	LHD1	2.42	0.84
tblVehicleEF	LHD1	9.27	131.32
tblVehicleEF	LHD1	612.92	640.49
tblVehicleEF	LHD1	30.90	9.34
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tblVehicleEF	LHD1	2.21	1.72
tblVehicleEF	LHD1	0.98	0.27
tblVehicleEF	LHD1	9.6900e-004	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.2500e-004	2.2200e-004
tblVehicleEF	LHD1	9.2700e-004	0.01
tblVehicleEF	LHD1	2.5280e-003	2.5110e-003
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tblVehicleEF	LHD1	8.5100e-004	2.0500e-004
tblVehicleEF	LHD1	7.3960e-003	0.07
tblVehicleEF	LHD1	0.12	0.08
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tblVehicleEF	LHD1	3.6890e-003	0.04
tblVehicleEF	LHD1	0.08	0.07
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.27	0.07
tblVehicleEF	LHD1	9.3000e-005	1.2680e-003
tblVehicleEF	LHD1	6.0140e-003	6.2270e-003
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tblVehicleEF	LHD1	7.3960e-003	0.07
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.02	0.40

tblVehicleEF	LHD1	3.6890e-003	0.04
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.29	0.08
tblVehicleEF	LHD1	5.6490e-003	0.07
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tblVehicleEF	LHD1	0.15	2.30
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tblVehicleEF	LHD1	612.92	640.47
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tblVehicleEF	LHD1	0.09	1.25
tblVehicleEF	LHD1	2.32	1.80
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tblVehicleEF	LHD1	9.6900e-004	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.2500e-004	2.2200e-004
tblVehicleEF	LHD1	9.2700e-004	0.01
tblVehicleEF	LHD1	2.5280e-003	2.5110e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.5100e-004	2.0500e-004
tblVehicleEF	LHD1	3.5540e-003	0.04
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.02	0.28
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tblVehicleEF	LHD1	0.08	0.07
tblVehicleEF	LHD1	0.33	0.48

tblVehicleEF	LHD1	0.28	0.07
tblVehicleEF	LHD1	9.3000e-005	1.2680e-003
tblVehicleEF	LHD1	6.0140e-003	6.2270e-003
tblVehicleEF	LHD1	3.5800e-004	9.3000e-005
tblVehicleEF	LHD1	3.5540e-003	0.04
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.02	0.40
tblVehicleEF	LHD1	1.7480e-003	0.02
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.33	0.48
tblVehicleEF	LHD1	0.30	0.08
tblVehicleEF	LHD2	3.8330e-003	0.04
tblVehicleEF	LHD2	5.1000e-003	4.0970e-003
tblVehicleEF	LHD2	9.1950e-003	7.3890e-003
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tblVehicleEF	LHD2	0.56	0.56
tblVehicleEF	LHD2	1.23	0.45
tblVehicleEF	LHD2	14.53	202.06
tblVehicleEF	LHD2	609.83	634.08
tblVehicleEF	LHD2	23.90	5.72
tblVehicleEF	LHD2	0.12	1.79
tblVehicleEF	LHD2	1.94	2.00
tblVehicleEF	LHD2	0.56	0.15
tblVehicleEF	LHD2	1.3510e-003	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	4.1000e-004	9.4000e-005
tblVehicleEF	LHD2	1.2930e-003	0.02
tblVehicleEF	LHD2	2.6930e-003	2.7370e-003
tblVehicleEF	LHD2	0.01	0.01

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tblVehicleEF	LHD2	1.5990e-003	0.02
tblVehicleEF	LHD2	0.04	0.03
tblVehicleEF	LHD2	0.01	0.20
tblVehicleEF	LHD2	8.1500e-004	8.4590e-003
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.12	0.04
tblVehicleEF	LHD2	1.4200e-004	1.9270e-003
tblVehicleEF	LHD2	5.9300e-003	6.1000e-003
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tblVehicleEF	LHD2	1.5990e-003	0.02
tblVehicleEF	LHD2	0.04	0.03
tblVehicleEF	LHD2	0.02	0.27
tblVehicleEF	LHD2	8.1500e-004	8.4590e-003
tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.14	0.04
tblVehicleEF	LHD2	3.8330e-003	0.04
tblVehicleEF	LHD2	5.1600e-003	4.1300e-003
tblVehicleEF	LHD2	8.8690e-003	7.1060e-003
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tblVehicleEF	LHD2	0.56	0.57
tblVehicleEF	LHD2	1.18	0.43
tblVehicleEF	LHD2	14.53	202.06
tblVehicleEF	LHD2	609.83	634.09
tblVehicleEF	LHD2	23.90	5.68
tblVehicleEF	LHD2	0.12	1.79
tblVehicleEF	LHD2	1.83	1.89
tblVehicleEF	LHD2	0.54	0.14

tblVehicleEF	LHD2	1.3510e-003	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	4.1000e-004	9.4000e-005
tblVehicleEF	LHD2	1.2930e-003	0.02
tblVehicleEF	LHD2	2.6930e-003	2.7370e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.7700e-004	8.7000e-005
tblVehicleEF	LHD2	3.0260e-003	0.03
tblVehicleEF	LHD2	0.05	0.04
tblVehicleEF	LHD2	0.01	0.20
tblVehicleEF	LHD2	1.5540e-003	0.02
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.12	0.03
tblVehicleEF	LHD2	1.4200e-004	1.9270e-003
tblVehicleEF	LHD2	5.9300e-003	6.1000e-003
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tblVehicleEF	LHD2	3.0260e-003	0.03
tblVehicleEF	LHD2	0.05	0.04
tblVehicleEF	LHD2	0.02	0.27
tblVehicleEF	LHD2	1.5540e-003	0.02
tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.13	0.04
tblVehicleEF	LHD2	3.8330e-003	0.04
tblVehicleEF	LHD2	5.0860e-003	4.1010e-003
tblVehicleEF	LHD2	9.2490e-003	7.3380e-003
tblVehicleEF	LHD2	0.12	1.66
tblVehicleEF	LHD2	0.56	0.56

tblVehicleEF	LHD2	1.24	0.45
tblVehicleEF	LHD2	14.53	202.06
tblVehicleEF	LHD2	609.83	634.08
tblVehicleEF	LHD2	23.90	5.72
tblVehicleEF	LHD2	0.12	1.79
tblVehicleEF	LHD2	1.92	1.97
tblVehicleEF	LHD2	0.56	0.15
tblVehicleEF	LHD2	1.3510e-003	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	4.1000e-004	9.4000e-005
tblVehicleEF	LHD2	1.2930e-003	0.02
tblVehicleEF	LHD2	2.6930e-003	2.7370e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.7700e-004	8.7000e-005
tblVehicleEF	LHD2	1.2860e-003	0.02
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.01	0.20
tblVehicleEF	LHD2	6.9100e-004	8.8280e-003
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.10	0.21
tblVehicleEF	LHD2	0.12	0.04
tblVehicleEF	LHD2	1.4200e-004	1.9270e-003
tblVehicleEF	LHD2	5.9300e-003	6.1000e-003
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tblVehicleEF	LHD2	1.2860e-003	0.02
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.02	0.27
tblVehicleEF	LHD2	6.9100e-004	8.8280e-003
tblVehicleEF	LHD2	0.07	0.08

tblVehicleEF	LHD2	0.10	0.21
tblVehicleEF	LHD2	0.14	0.04
tblVehicleEF	MCY	0.41	0.32
tblVehicleEF	MCY	0.15	0.25
tblVehicleEF	MCY	19.93	19.76
tblVehicleEF	MCY	9.66	8.58
tblVehicleEF	MCY	164.88	207.31
tblVehicleEF	MCY	46.70	61.27
tblVehicleEF	MCY	1.13	1.13
tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	1.7160e-003	1.6670e-003
tblVehicleEF	MCY	3.4600e-003	2.9080e-003
tblVehicleEF	MCY	1.6070e-003	1.5620e-003
tblVehicleEF	MCY	3.2650e-003	2.7430e-003
tblVehicleEF	MCY	1.68	2.82
tblVehicleEF	MCY	0.86	0.79
tblVehicleEF	MCY	0.93	1.51
tblVehicleEF	MCY	2.17	2.17
tblVehicleEF	MCY	0.58	1.92
tblVehicleEF	MCY	2.09	1.86
tblVehicleEF	MCY	2.0370e-003	2.0520e-003
tblVehicleEF	MCY	6.8600e-004	6.0600e-004
tblVehicleEF	MCY	1.68	2.82
tblVehicleEF	MCY	0.86	0.79
tblVehicleEF	MCY	0.93	1.51
tblVehicleEF	MCY	2.66	2.66
tblVehicleEF	MCY	0.58	1.92
tblVehicleEF	MCY	2.27	2.02
tblVehicleEF	MCY	0.41	0.31
tblVehicleEF	MCY	0.14	0.22

tblVehicleEF	MCY	20.66	19.72
tblVehicleEF	MCY	9.11	7.89
tblVehicleEF	MCY	164.88	207.06
tblVehicleEF	MCY	46.70	59.40
tblVehicleEF	MCY	0.98	0.98
tblVehicleEF	MCY	0.29	0.25
tblVehicleEF	MCY	1.7160e-003	1.6670e-003
tblVehicleEF	MCY	3.4600e-003	2.9080e-003
tblVehicleEF	MCY	1.6070e-003	1.5620e-003
tblVehicleEF	MCY	3.2650e-003	2.7430e-003
tblVehicleEF	MCY	3.35	5.42
tblVehicleEF	MCY	1.25	1.08
tblVehicleEF	MCY	2.10	3.43
tblVehicleEF	MCY	2.15	2.12
tblVehicleEF	MCY	0.58	1.89
tblVehicleEF	MCY	1.87	1.63
tblVehicleEF	MCY	2.0470e-003	2.0490e-003
tblVehicleEF	MCY	6.7100e-004	5.8800e-004
tblVehicleEF	MCY	3.35	5.42
tblVehicleEF	MCY	1.25	1.08
tblVehicleEF	MCY	2.10	3.43
tblVehicleEF	MCY	2.63	2.60
tblVehicleEF	MCY	0.58	1.89
tblVehicleEF	MCY	2.03	1.77
tblVehicleEF	MCY	0.41	0.32
tblVehicleEF	MCY	0.15	0.24
tblVehicleEF	MCY	19.43	19.16
tblVehicleEF	MCY	9.60	8.36
tblVehicleEF	MCY	164.88	206.28
tblVehicleEF	MCY	46.70	60.77

tblVehicleEF	MCY	1.13	1.10
tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	1.7160e-003	1.6670e-003
tblVehicleEF	MCY	3.4600e-003	2.9080e-003
tblVehicleEF	MCY	1.6070e-003	1.5620e-003
tblVehicleEF	MCY	3.2650e-003	2.7430e-003
tblVehicleEF	MCY	1.60	3.24
tblVehicleEF	MCY	1.06	1.05
tblVehicleEF	MCY	0.75	1.52
tblVehicleEF	MCY	2.17	2.15
tblVehicleEF	MCY	0.66	2.19
tblVehicleEF	MCY	2.10	1.82
tblVehicleEF	MCY	2.0290e-003	2.0410e-003
tblVehicleEF	MCY	6.8600e-004	6.0100e-004
tblVehicleEF	MCY	1.60	3.24
tblVehicleEF	MCY	1.06	1.05
tblVehicleEF	MCY	0.75	1.52
tblVehicleEF	MCY	2.66	2.63
tblVehicleEF	MCY	0.66	2.19
tblVehicleEF	MCY	2.28	1.98
tblVehicleEF	MDV	0.01	6.2680e-003
tblVehicleEF	MDV	0.02	0.10
tblVehicleEF	MDV	1.58	1.28
tblVehicleEF	MDV	3.47	3.46
tblVehicleEF	MDV	501.88	430.06
tblVehicleEF	MDV	112.78	91.54
tblVehicleEF	MDV	0.19	0.13
tblVehicleEF	MDV	0.34	0.43
tblVehicleEF	MDV	1.7360e-003	1.6260e-003
tblVehicleEF	MDV	2.5110e-003	2.1290e-003

tblVehicleEF	MDV	1.6010e-003	1.5010e-003
tblVehicleEF	MDV	2.3110e-003	1.9590e-003
tblVehicleEF	MDV	0.11	0.51
tblVehicleEF	MDV	0.21	0.17
tblVehicleEF	MDV	0.09	0.44
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.11	0.49
tblVehicleEF	MDV	0.27	0.49
tblVehicleEF	MDV	5.0330e-003	4.2520e-003
tblVehicleEF	MDV	1.1890e-003	9.0600e-004
tblVehicleEF	MDV	0.11	0.51
tblVehicleEF	MDV	0.21	0.17
tblVehicleEF	MDV	0.09	0.44
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.11	0.49
tblVehicleEF	MDV	0.30	0.54
tblVehicleEF	MDV	0.02	6.9690e-003
tblVehicleEF	MDV	0.02	0.09
tblVehicleEF	MDV	1.91	1.51
tblVehicleEF	MDV	3.08	2.90
tblVehicleEF	MDV	544.80	454.20
tblVehicleEF	MDV	112.78	90.40
tblVehicleEF	MDV	0.18	0.12
tblVehicleEF	MDV	0.33	0.40
tblVehicleEF	MDV	1.7360e-003	1.6260e-003
tblVehicleEF	MDV	2.5110e-003	2.1290e-003
tblVehicleEF	MDV	1.6010e-003	1.5010e-003
tblVehicleEF	MDV	2.3110e-003	1.9590e-003
tblVehicleEF	MDV	0.22	0.95
tblVehicleEF	MDV	0.24	0.19

tblVehicleEF	MDV	0.17	0.82
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.11	0.48
tblVehicleEF	MDV	0.24	0.42
tblVehicleEF	MDV	5.4670e-003	4.4910e-003
tblVehicleEF	MDV	1.1820e-003	8.9500e-004
tblVehicleEF	MDV	0.22	0.95
tblVehicleEF	MDV	0.24	0.19
tblVehicleEF	MDV	0.17	0.82
tblVehicleEF	MDV	0.06	0.04
tblVehicleEF	MDV	0.11	0.48
tblVehicleEF	MDV	0.26	0.46
tblVehicleEF	MDV	0.01	6.1580e-003
tblVehicleEF	MDV	0.02	0.10
tblVehicleEF	MDV	1.48	1.23
tblVehicleEF	MDV	3.54	3.44
tblVehicleEF	MDV	489.12	425.98
tblVehicleEF	MDV	112.78	91.50
tblVehicleEF	MDV	0.18	0.13
tblVehicleEF	MDV	0.34	0.42
tblVehicleEF	MDV	1.7360e-003	1.6260e-003
tblVehicleEF	MDV	2.5110e-003	2.1290e-003
tblVehicleEF	MDV	1.6010e-003	1.5010e-003
tblVehicleEF	MDV	2.3110e-003	1.9590e-003
tblVehicleEF	MDV	0.09	0.49
tblVehicleEF	MDV	0.22	0.18
tblVehicleEF	MDV	0.08	0.45
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.13	0.56
tblVehicleEF	MDV	0.28	0.49

tblVehicleEF	MDV	4.9040e-003	4.2120e-003
tblVehicleEF	MDV	1.1910e-003	9.0500e-004
tblVehicleEF	MDV	0.09	0.49
tblVehicleEF	MDV	0.22	0.18
tblVehicleEF	MDV	0.08	0.45
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.13	0.56
tblVehicleEF	MDV	0.31	0.54
tblVehicleEF	MH	0.03	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.14	1.60
tblVehicleEF	MH	6.37	2.20
tblVehicleEF	MH	1,005.77	1,483.02
tblVehicleEF	MH	58.82	19.22
tblVehicleEF	MH	1.76	1.66
tblVehicleEF	MH	0.89	0.23
tblVehicleEF	MH	0.13	0.13
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.05	0.04
tblVehicleEF	MH	1.2480e-003	2.7100e-004
tblVehicleEF	MH	3.2450e-003	3.2810e-003
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.1520e-003	2.4900e-004
tblVehicleEF	MH	1.64	0.12
tblVehicleEF	MH	0.09	0.07
tblVehicleEF	MH	0.56	0.04
tblVehicleEF	MH	0.11	0.07
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.39	0.10
tblVehicleEF	MH	9.9900e-003	0.01

tblVehicleEF	MH	7.0000e-004	1.9000e-004
tblVehicleEF	MH	1.64	0.12
tblVehicleEF	MH	0.09	0.07
tblVehicleEF	MH	0.56	0.04
tblVehicleEF	MH	0.15	0.09
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.42	0.11
tblVehicleEF	MH	0.03	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.24	1.64
tblVehicleEF	MH	5.95	2.05
tblVehicleEF	MH	1,005.77	1,483.09
tblVehicleEF	MH	58.82	18.96
tblVehicleEF	MH	1.63	1.54
tblVehicleEF	MH	0.86	0.22
tblVehicleEF	MH	0.13	0.13
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.05	0.04
tblVehicleEF	MH	1.2480e-003	2.7100e-004
tblVehicleEF	MH	3.2450e-003	3.2810e-003
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.1520e-003	2.4900e-004
tblVehicleEF	MH	3.01	0.21
tblVehicleEF	MH	0.10	0.08
tblVehicleEF	MH	1.11	0.08
tblVehicleEF	MH	0.11	0.07
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.37	0.10
tblVehicleEF	MH	9.9910e-003	0.01
tblVehicleEF	MH	6.9300e-004	1.8800e-004

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tblVehicleEF	MH	0.10	0.08
tblVehicleEF	MH	1.11	0.08
tblVehicleEF	MH	0.15	0.09
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.40	0.11
tblVehicleEF	MH	0.03	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.12	1.60
tblVehicleEF	MH	6.40	2.20
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tblVehicleEF	MH	58.82	19.21
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tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.05	0.04
tblVehicleEF	MH	1.2480e-003	2.7100e-004
tblVehicleEF	MH	3.2450e-003	3.2810e-003
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.1520e-003	2.4900e-004
tblVehicleEF	MH	1.67	0.14
tblVehicleEF	MH	0.11	0.09
tblVehicleEF	MH	0.55	0.05
tblVehicleEF	MH	0.11	0.07
tblVehicleEF	MH	0.03	1.64
tblVehicleEF	MH	0.39	0.10
tblVehicleEF	MH	9.9890e-003	0.01
tblVehicleEF	MH	7.0000e-004	1.9000e-004
tblVehicleEF	MH	1.67	0.14

tblVehicleEF	MH	0.11	0.09
tblVehicleEF	MH	0.55	0.05
tblVehicleEF	MH	0.15	0.09
tblVehicleEF	MH	0.03	1.64
tblVehicleEF	MH	0.42	0.11
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tblVehicleEF	MHD	3.7720e-003	0.03
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tblVehicleEF	MHD	3.6080e-003	0.03
tblVehicleEF	MHD	0.05	0.10
tblVehicleEF	MHD	7.5200e-004	3.0000e-005
tblVehicleEF	MHD	1.8750e-003	3.9160e-003
tblVehicleEF	MHD	0.05	6.3490e-003
tblVehicleEF	MHD	0.03	0.19
tblVehicleEF	MHD	9.0500e-004	2.0170e-003
tblVehicleEF	MHD	0.07	0.14
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.40	0.02

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tblVehicleEF	MHD	0.01	9.4650e-003
tblVehicleEF	MHD	6.6700e-004	2.6000e-005
tblVehicleEF	MHD	1.8750e-003	3.9160e-003
tblVehicleEF	MHD	0.05	6.3490e-003
tblVehicleEF	MHD	0.05	0.24
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tblVehicleEF	MHD	0.02	0.03
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tblVehicleEF	MHD	6.1890e-003	7.1350e-003
tblVehicleEF	MHD	0.06	2.6400e-003
tblVehicleEF	MHD	0.31	2.59
tblVehicleEF	MHD	0.47	0.63
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tblVehicleEF	MHD	1,067.94	996.68
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tblVehicleEF	MHD	11.62	1.14
tblVehicleEF	MHD	3.1790e-003	0.03
tblVehicleEF	MHD	0.06	0.10
tblVehicleEF	MHD	8.1800e-004	3.3000e-005
tblVehicleEF	MHD	3.0420e-003	0.03
tblVehicleEF	MHD	0.05	0.10
tblVehicleEF	MHD	7.5200e-004	3.0000e-005
tblVehicleEF	MHD	3.6340e-003	7.0900e-003
tblVehicleEF	MHD	0.06	7.2690e-003

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tblVehicleEF	MHD	0.07	0.14
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.38	0.01
tblVehicleEF	MHD	1.5920e-003	7.9940e-003
tblVehicleEF	MHD	0.01	9.4650e-003
tblVehicleEF	MHD	6.6100e-004	2.6000e-005
tblVehicleEF	MHD	3.6340e-003	7.0900e-003
tblVehicleEF	MHD	0.06	7.2690e-003
tblVehicleEF	MHD	0.04	0.23
tblVehicleEF	MHD	1.7950e-003	4.0620e-003
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tblVehicleEF	MHD	0.02	0.03
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tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	6.0850e-003	7.1100e-003
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tblVehicleEF	MHD	0.06	0.10
tblVehicleEF	MHD	8.1800e-004	3.3000e-005

tblVehicleEF	MHD	4.3910e-003	0.04
tblVehicleEF	MHD	0.05	0.10
tblVehicleEF	MHD	7.5200e-004	3.0000e-005
tblVehicleEF	MHD	1.4650e-003	4.2490e-003
tblVehicleEF	MHD	0.05	7.1500e-003
tblVehicleEF	MHD	0.04	0.20
tblVehicleEF	MHD	7.2400e-004	2.1530e-003
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tblVehicleEF	OBUS	2.21	0.77
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tblVehicleEF	OBUS	7.1510e-003	0.06
tblVehicleEF	OBUS	8.2800e-004	1.4300e-004
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tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	6.8270e-003	0.06
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tblVehicleEF	OBUS	2.2350e-003	0.03
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	1.00
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tblVehicleEF	OBUS	0.05	1.25

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tblVehicleEF	SBUS	0.03	0.03
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tblVehicleEF	SBUS	0.13	0.12
tblVehicleEF	SBUS	0.02	0.17
tblVehicleEF	SBUS	0.42	0.13
tblVehicleEF	UBUS	1.60	3.04
tblVehicleEF	UBUS	0.09	0.02
tblVehicleEF	UBUS	10.35	23.58
tblVehicleEF	UBUS	16.43	2.03
tblVehicleEF	UBUS	1,836.48	1,641.57
tblVehicleEF	UBUS	155.92	24.35
tblVehicleEF	UBUS	5.46	0.30
tblVehicleEF	UBUS	12.53	0.24
tblVehicleEF	UBUS	0.50	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.06	2.1590e-003
tblVehicleEF	UBUS	1.6630e-003	2.1700e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.0570e-003
tblVehicleEF	UBUS	0.06	2.0460e-003
tblVehicleEF	UBUS	1.5380e-003	1.9900e-004
tblVehicleEF	UBUS	0.01	5.5670e-003
tblVehicleEF	UBUS	0.13	0.01
tblVehicleEF	UBUS	5.4970e-003	3.2120e-003
tblVehicleEF	UBUS	0.64	0.05
tblVehicleEF	UBUS	0.03	0.05
tblVehicleEF	UBUS	1.28	0.09

tblVehicleEF	UBUS	0.01	6.3860e-003
tblVehicleEF	UBUS	1.8570e-003	2.4100e-004
tblVehicleEF	UBUS	0.01	5.5670e-003
tblVehicleEF	UBUS	0.13	0.01
tblVehicleEF	UBUS	5.4970e-003	3.2120e-003
tblVehicleEF	UBUS	2.30	3.11
tblVehicleEF	UBUS	0.03	0.05
tblVehicleEF	UBUS	1.40	0.10
tblVehicleEF	UBUS	1.61	3.04
tblVehicleEF	UBUS	0.09	0.02
tblVehicleEF	UBUS	10.64	23.58
tblVehicleEF	UBUS	14.18	1.72
tblVehicleEF	UBUS	1,836.48	1,641.57
tblVehicleEF	UBUS	155.92	23.84
tblVehicleEF	UBUS	5.09	0.29
tblVehicleEF	UBUS	12.44	0.23
tblVehicleEF	UBUS	0.50	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.06	2.1590e-003
tblVehicleEF	UBUS	1.6630e-003	2.1700e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.0570e-003
tblVehicleEF	UBUS	0.06	2.0460e-003
tblVehicleEF	UBUS	1.5380e-003	1.9900e-004
tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	0.17	0.01
tblVehicleEF	UBUS	0.01	6.7530e-003
tblVehicleEF	UBUS	0.65	0.05
tblVehicleEF	UBUS	0.03	0.05
tblVehicleEF	UBUS	1.17	0.09

tblVehicleEF	UBUS	0.01	6.3870e-003
tblVehicleEF	UBUS	1.8170e-003	2.3600e-004
tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	0.17	0.01
tblVehicleEF	UBUS	0.01	6.7530e-003
tblVehicleEF	UBUS	2.31	3.11
tblVehicleEF	UBUS	0.03	0.05
tblVehicleEF	UBUS	1.28	0.09
tblVehicleEF	UBUS	1.60	3.04
tblVehicleEF	UBUS	0.10	0.02
tblVehicleEF	UBUS	10.37	23.58
tblVehicleEF	UBUS	16.61	2.01
tblVehicleEF	UBUS	1,836.48	1,641.57
tblVehicleEF	UBUS	155.92	24.32
tblVehicleEF	UBUS	5.42	0.29
tblVehicleEF	UBUS	12.54	0.24
tblVehicleEF	UBUS	0.50	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.06	2.1590e-003
tblVehicleEF	UBUS	1.6630e-003	2.1700e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.0570e-003
tblVehicleEF	UBUS	0.06	2.0460e-003
tblVehicleEF	UBUS	1.5380e-003	1.9900e-004
tblVehicleEF	UBUS	0.01	6.0360e-003
tblVehicleEF	UBUS	0.16	0.01
tblVehicleEF	UBUS	4.7660e-003	3.4290e-003
tblVehicleEF	UBUS	0.64	0.05
tblVehicleEF	UBUS	0.03	0.06
tblVehicleEF	UBUS	1.29	0.09

tblVehicleEF	UBUS	0.01	6.3860e-003
tblVehicleEF	UBUS	1.8600e-003	2.4100e-004
tblVehicleEF	UBUS	0.01	6.0360e-003
tblVehicleEF	UBUS	0.16	0.01
tblVehicleEF	UBUS	4.7660e-003	3.4290e-003
tblVehicleEF	UBUS	2.30	3.11
tblVehicleEF	UBUS	0.03	0.06
tblVehicleEF	UBUS	1.42	0.10
tblVehicleTrips	ST_TR	1.68	1.40
tblVehicleTrips	SU_TR	1.68	1.40
tblVehicleTrips	WD_TR	1.68	1.40

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	3.2626	9.0000e-005	0.0103	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0199	0.0199	5.0000e-005	0.0000	0.0212
Energy	8.7600e-003	0.0796	0.0669	4.8000e-004		6.0500e-003	6.0500e-003		6.0500e-003	6.0500e-003	0.0000	688.2201	688.2201	0.0265	6.7300e-003	690.8872
Mobile	1.5695	20.9220	14.4837	0.0587	1.9810	0.2254	2.2064	0.5469	0.2155	0.7624	0.0000	5,625.0085	5,625.0085	0.1341	0.0000	5,628.3601
Offroad	0.1498	1.3494	1.2275	1.5900e-003		0.1005	0.1005		0.0925	0.0925	0.0000	139.6630	139.6630	0.0452	0.0000	140.7922
Stationary	0.2461	0.9632	0.6277	1.1800e-003		0.0362	0.0362		0.0362	0.0362	0.0000	114.2392	114.2392	0.0160	0.0000	114.6396
Waste						0.0000	0.0000		0.0000	0.0000	152.6492	0.0000	152.6492	9.0213	0.0000	378.1819
Water						0.0000	0.0000		0.0000	0.0000	58.6920	767.5224	826.2143	6.0599	0.1489	1,022.0830

Total	**5.2368**	**23.3143**	**16.4160**	**0.0620**	**1.9810**	**0.3682**	**2.3492**	**0.5469**	**0.3503**	**0.8972**	**211.3412**	**7,334.6729**	**7,546.0140**	**15.3030**	**0.1556**	**7,974.9652**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	3.2626	9.0000e-005	0.0103	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0199	0.0199	5.0000e-005	0.0000	0.0212
Energy	6.1700e-003	0.0561	0.0471	3.4000e-004		4.2600e-003	4.2600e-003		4.2600e-003	4.2600e-003	0.0000	410.6396	410.6396	0.0156	4.1100e-003	412.2531
Mobile	1.5441	20.3042	14.1966	0.0562	1.8617	0.2132	2.0749	0.5140	0.2038	0.7178	0.0000	5,386.5209	5,386.5209	0.1290	0.0000	5,389.7455
Offroad	0.1498	1.3494	1.2275	1.5900e-003		0.1005	0.1005		0.0925	0.0925	0.0000	139.6630	139.6630	0.0452	0.0000	140.7922
Stationary	0.2461	0.9632	0.6277	1.1800e-003		0.0362	0.0362		0.0362	0.0362	0.0000	114.2392	114.2392	0.0160	0.0000	114.6396
Waste						0.0000	0.0000		0.0000	0.0000	76.3246	0.0000	76.3246	4.5107	0.0000	189.0910
Water						0.0000	0.0000		0.0000	0.0000	46.9536	614.0179	660.9715	4.8479	0.1191	817.6664
Total	**5.2088**	**22.6729**	**16.1091**	**0.0593**	**1.8617**	**0.3542**	**2.2159**	**0.5140**	**0.3368**	**0.8508**	**123.2782**	**6,665.1004**	**6,788.3785**	**9.5644**	**0.1232**	**7,064.2090**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.53**	**2.75**	**1.87**	**4.26**	**6.02**	**3.81**	**5.67**	**6.02**	**3.85**	**5.17**	**41.67**	**9.13**	**10.04**	**37.50**	**20.82**	**11.42**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Improve Pedestrian Network

Implement Trip Reduction Program

Market Commute Trip Reduction Option

Employee Vanpool/Shuttle

Provide Riade Sharing Program

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.5441	20.3042	14.1966	0.0562	1.8617	0.2132	2.0749	0.5140	0.2038	0.7178	0.0000	5,386.5209	5,386.5209	0.1290	0.0000	5,389.7455
Unmitigated	1.5695	20.9220	14.4837	0.0587	1.9810	0.2254	2.2064	0.5469	0.2155	0.7624	0.0000	5,625.0085	5,625.0085	0.1341	0.0000	5,628.3601

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Unrefrigerated Warehouse-No Rail	280.00	280.00	280.00	1,200,001	1,127,768
Unrefrigerated Warehouse-No Rail	840.00	840.00	840.00	3,600,002	3,383,305
Total	1,120.00	1,120.00	1,120.00	4,800,003	4,511,073

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Unrefrigerated Warehouse-No Rail	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3
Unrefrigerated Warehouse-No Rail	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Unrefrigerated Warehouse-No Rail	0.088364	0.038449	0.184390	0.122109	0.017402	0.064400	0.131700	0.343900	0.001365	0.001213	0.004629	0.000959	0.001120

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	349.5914	349.5914	0.0144	2.9900e-003	350.8421
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	601.5573	601.5573	0.0248	5.1400e-003	603.7093
NaturalGas Mitigated	6.1700e-003	0.0561	0.0471	3.4000e-004		4.2600e-003	4.2600e-003		4.2600e-003	4.2600e-003	0.0000	61.0482	61.0482	1.1700e-003	1.1200e-003	61.4110
NaturalGas Unmitigated	8.7600e-003	0.0796	0.0669	4.8000e-004		6.0500e-003	6.0500e-003		6.0500e-003	6.0500e-003	0.0000	86.6628	86.6628	1.6600e-003	1.5900e-003	87.1778

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Unrefrigerated Warehouse-No Rail	1.218e+006	6.5700e-003	0.0597	0.0502	3.6000e-004		4.5400e-003	4.5400e-003		4.5400e-003	4.5400e-003	0.0000	64.9971	64.9971	1.2500e-003	1.1900e-003	65.3834
Unrefrigerated Warehouse-No Rail	406000	2.1900e-003	0.0199	0.0167	1.2000e-004		1.5100e-003	1.5100e-003		1.5100e-003	1.5100e-003	0.0000	21.6657	21.6657	4.2000e-004	4.0000e-004	21.7945
Total		**8.7600e-003**	**0.0796**	**0.0669**	**4.8000e-004**		**6.0500e-003**	**6.0500e-003**		**6.0500e-003**	**6.0500e-003**	**0.0000**	**86.6628**	**86.6628**	**1.6700e-003**	**1.5900e-003**	**87.1778**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Land Use	kBTU/yr	tons/yr										MT/yr					
Unrefrigerated Warehouse-No Rail	286000	1.5400e-003	0.0140	0.0118	8.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	15.2621	15.2621	2.9000e-004	2.8000e-004	15.3527
Unrefrigerated Warehouse-No Rail	858000	4.6300e-003	0.0421	0.0353	2.5000e-004		3.2000e-003	3.2000e-003		3.2000e-003	3.2000e-003	0.0000	45.7862	45.7862	8.8000e-004	8.4000e-004	46.0582
Total		**6.1700e-003**	**0.0561**	**0.0471**	**3.3000e-004**		**4.2700e-003**	**4.2700e-003**		**4.2700e-003**	**4.2700e-003**	**0.0000**	**61.0482**	**61.0482**	**1.1700e-003**	**1.1200e-003**	**61.4110**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Unrefrigerated Warehouse-No Rail	1.416e+006	451.1679	0.0186	3.8500e-003	452.7820
Unrefrigerated Warehouse-No Rail	472000	150.3893	6.2100e-003	1.2800e-003	150.9273
Total		**601.5573**	**0.0248**	**5.1300e-003**	**603.7093**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Unrefrigerated Warehouse-No Rail	274300	87.3979	3.6100e-003	7.5000e-004	87.7105
Unrefrigerated Warehouse-No Rail	822900	262.1936	0.0108	2.2400e-003	263.1316
Total		**349.5914**	**0.0144**	**2.9900e-003**	**350.8421**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	3.2626	9.0000e-005	0.0103	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0199	0.0199	5.0000e-005	0.0000	0.0212
Unmitigated	3.2626	9.0000e-005	0.0103	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0199	0.0199	5.0000e-005	0.0000	0.0212

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.3708					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.8908					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	9.7000e-004	9.0000e-005	0.0103	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0199	0.0199	5.0000e-005	0.0000	0.0212
Total	**3.2626**	**9.0000e-005**	**0.0103**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**	**0.0000**	**0.0199**	**0.0199**	**5.0000e-005**	**0.0000**	**0.0212**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e

SubCategory	tons/yr										MT/yr					
Architectural Coating	0.3708					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.8908					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	9.7000e-004	9.0000e-005	0.0103	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0199	0.0199	5.0000e-005	0.0000	0.0212
Total	**3.2626**	**9.0000e-005**	**0.0103**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**	**0.0000**	**0.0199**	**0.0199**	**5.0000e-005**	**0.0000**	**0.0212**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	660.9715	4.8479	0.1191	817.6664
Unmitigated	826.2143	6.0599	0.1489	1,022.0830

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Unrefrigerated Warehouse-No Rail	185 / 0	826.2143	6.0599	0.1489	1,022.0830
Total		**826.2143**	**6.0599**	**0.1489**	**1,022.0830**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Unrefrigerated Warehouse-No Rail	148 / 0	660.9715	4.8479	0.1191	817.6664
Total		**660.9715**	**4.8479**	**0.1191**	**817.6664**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	76.3246	4.5107	0.0000	189.0910
Unmitigated	152.6492	9.0213	0.0000	378.1819

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Unrefrigerated Warehouse-No Rail	752	152.6492	9.0213	0.0000	378.1819
Total		**152.6492**	**9.0213**	**0.0000**	**378.1819**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Unrefrigerated Warehouse-No Rail	376	76.3246	4.5107	0.0000	189.0910
Total		**76.3246**	**4.5107**	**0.0000**	**189.0910**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Forklifts	8	8.00	260	89	0.20	Electrical

UnMitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	tons/yr										MT/yr					
Forklifts	0.1498	1.3494	1.2275	1.5900e-003		0.1005	0.1005		0.0925	0.0925	0.0000	139.6630	139.6630	0.0452	0.0000	140.7922
Total	**0.1498**	**1.3494**	**1.2275**	**1.5900e-003**		**0.1005**	**0.1005**		**0.0925**	**0.0925**	**0.0000**	**139.6630**	**139.6630**	**0.0452**	**0.0000**	**140.7922**

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Fire Pump	2	3	100	500	0.73	Diesel
Emergency Generator	2	3	100	1000	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	tons/yr										MT/yr					
Emergency Generator - Diesel (750 - 9999 HP)	0.1641	0.7339	0.4184	7.9000e-004		0.0241	0.0241		0.0241	0.0241	0.0000	76.1594	76.1594	0.0107	0.0000	76.4264
Fire Pump - Diesel (300 - 600 HP)	0.0820	0.2293	0.2092	3.9000e-004		0.0121	0.0121		0.0121	0.0121	0.0000	38.0797	38.0797	5.3400e-003	0.0000	38.2132
Total	**0.2461**	**0.9632**	**0.6277**	**1.1800e-003**		**0.0362**	**0.0362**		**0.0362**	**0.0362**	**0.0000**	**114.2392**	**114.2392**	**0.0160**	**0.0000**	**114.6396**

11.0 Vegetation

HFCP - Proposed Project - Logistics ITE10th Rates

Riverside-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	200.00	1000sqft	4.59	200,000.00	0
Unrefrigerated Warehouse-No Rail	600.00	1000sqft	13.77	600,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
Climate Zone	10			**Operational Year**	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - operational only run

Vehicle Trips - ITE 10th Trip Rates

Energy Use -

Mobile Land Use Mitigation -

Mobile Commute Mitigation - Trip reduction program, transit incentives, shuttles, ride sharing per MM AQ-5

Area Mitigation -

Energy Mitigation - Reduced energy per updated Title 24, MM AQ-4 Energy Star Appliances, MM AQ-9 LEED

Water Mitigation -

Waste Mitigation - MM AQ-8 Solid Waste Diversion

Fleet Mix - Per DEIR, fleet mix, HHD = 34.39%, MHD = 13.17%, LDH2=6.44%, Passenger = 46%

Operational Off-Road Equipment - equipment

Stationary Sources - Emergency Generators and Fire Pumps -

Vehicle Emission Factors - Updated with EMFAC 2017

Vehicle Emission Factors - Updated with EMFAC 2017

Vehicle Emission Factors - Updated with EMFAC 2017

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblFleetMix	HHD	0.07	0.34
tblFleetMix	LDA	0.54	0.09
tblFleetMix	LHD2	5.3390e-003	0.06
tblFleetMix	MHD	0.02	0.13
tblOperationalOffRoadEquipment	OperFuelType	Diesel	Electrical
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	8.00
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	500.00
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	1,000.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	3.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	3.00
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	100.00
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	100.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	2.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	2.00
tblVehicleEF	HHD	1.50	0.22

tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.11	0.00
tblVehicleEF	HHD	3.46	57.15
tblVehicleEF	HHD	0.46	0.49
tblVehicleEF	HHD	1.51	1.5810e-003
tblVehicleEF	HHD	6,555.40	11,402.12
tblVehicleEF	HHD	1,477.34	1,404.21
tblVehicleEF	HHD	4.68	0.01
tblVehicleEF	HHD	27.96	62.45
tblVehicleEF	HHD	3.07	3.84
tblVehicleEF	HHD	20.33	1.89
tblVehicleEF	HHD	0.02	0.12
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.07
tblVehicleEF	HHD	4.0000e-005	0.00
tblVehicleEF	HHD	0.02	0.12
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8710e-003	8.8120e-003
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	3.7000e-005	0.00
tblVehicleEF	HHD	9.2000e-005	2.6000e-005
tblVehicleEF	HHD	2.7720e-003	4.5000e-005
tblVehicleEF	HHD	0.90	4.69
tblVehicleEF	HHD	5.1000e-005	1.6000e-005
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	1.9500e-004	2.3800e-004
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	0.06	0.11
tblVehicleEF	HHD	0.01	0.01

tblVehicleEF	HHD	7.2000e-005	0.00
tblVehicleEF	HHD	9.2000e-005	2.6000e-005
tblVehicleEF	HHD	2.7720e-003	4.5000e-005
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tblVehicleEF	HHD	5.1000e-005	1.6000e-005
tblVehicleEF	HHD	0.11	0.14
tblVehicleEF	HHD	1.9500e-004	2.3800e-004
tblVehicleEF	HHD	0.06	0.00
tblVehicleEF	HHD	1.42	0.23
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.11	0.00
tblVehicleEF	HHD	2.53	55.60
tblVehicleEF	HHD	0.46	0.49
tblVehicleEF	HHD	1.43	1.4920e-003
tblVehicleEF	HHD	6,940.41	11,398.05
tblVehicleEF	HHD	1,477.34	1,404.21
tblVehicleEF	HHD	4.68	0.01
tblVehicleEF	HHD	28.85	60.97
tblVehicleEF	HHD	2.90	3.63
tblVehicleEF	HHD	20.32	1.89
tblVehicleEF	HHD	0.02	0.12
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.07
tblVehicleEF	HHD	4.0000e-005	0.00
tblVehicleEF	HHD	0.01	0.11
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8710e-003	8.8120e-003
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	3.7000e-005	0.00

tblVehicleEF	HHD	1.7900e-004	4.9000e-005
tblVehicleEF	HHD	3.1980e-003	5.0000e-005
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tblVehicleEF	HHD	1.0100e-004	3.3000e-005
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tblVehicleEF	HHD	2.0100e-004	2.4400e-004
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	7.1000e-005	0.00
tblVehicleEF	HHD	1.7900e-004	4.9000e-005
tblVehicleEF	HHD	3.1980e-003	5.0000e-005
tblVehicleEF	HHD	0.97	5.54
tblVehicleEF	HHD	1.0100e-004	3.3000e-005
tblVehicleEF	HHD	0.11	0.14
tblVehicleEF	HHD	2.0100e-004	2.4400e-004
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tblVehicleEF	HHD	1.62	0.21
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.11	0.00
tblVehicleEF	HHD	4.76	59.28
tblVehicleEF	HHD	0.46	0.49
tblVehicleEF	HHD	1.51	1.5640e-003
tblVehicleEF	HHD	6,023.73	11,407.74
tblVehicleEF	HHD	1,477.34	1,404.21
tblVehicleEF	HHD	4.68	0.01
tblVehicleEF	HHD	26.74	64.48
tblVehicleEF	HHD	3.05	3.79
tblVehicleEF	HHD	20.33	1.89
tblVehicleEF	HHD	0.02	0.13

tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.07
tblVehicleEF	HHD	4.0000e-005	0.00
tblVehicleEF	HHD	0.02	0.13
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8710e-003	8.8120e-003
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	3.7000e-005	0.00
tblVehicleEF	HHD	7.4000e-005	2.7000e-005
tblVehicleEF	HHD	2.9910e-003	5.1000e-005
tblVehicleEF	HHD	0.96	4.45
tblVehicleEF	HHD	4.5000e-005	1.7000e-005
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	2.0800e-004	2.5200e-004
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	0.06	0.11
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	7.2000e-005	0.00
tblVehicleEF	HHD	7.4000e-005	2.7000e-005
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tblVehicleEF	HHD	1.11	5.07
tblVehicleEF	HHD	4.5000e-005	1.7000e-005
tblVehicleEF	HHD	0.11	0.14
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tblVehicleEF	LDA	6.2970e-003	0.06
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tblVehicleEF	LDA	1.29	2.21

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tblVehicleEF	LDA	0.09	0.20
tblVehicleEF	LDA	1.6430e-003	1.5090e-003
tblVehicleEF	LDA	2.2790e-003	1.9920e-003
tblVehicleEF	LDA	1.5150e-003	1.3900e-003
tblVehicleEF	LDA	2.0950e-003	1.8320e-003
tblVehicleEF	LDA	0.06	0.30
tblVehicleEF	LDA	0.11	0.10
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.22
tblVehicleEF	LDA	0.08	0.25
tblVehicleEF	LDA	2.6640e-003	2.6800e-003
tblVehicleEF	LDA	6.3100e-004	5.5800e-004
tblVehicleEF	LDA	0.06	0.30
tblVehicleEF	LDA	0.11	0.10
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.22
tblVehicleEF	LDA	0.09	0.28
tblVehicleEF	LDA	5.0810e-003	3.1460e-003
tblVehicleEF	LDA	5.4700e-003	0.05
tblVehicleEF	LDA	0.76	0.85
tblVehicleEF	LDA	1.14	1.85
tblVehicleEF	LDA	289.77	292.94
tblVehicleEF	LDA	60.91	55.74
tblVehicleEF	LDA	0.05	0.04
tblVehicleEF	LDA	0.08	0.19

tblVehicleEF	LDA	1.6430e-003	1.5090e-003
tblVehicleEF	LDA	2.2790e-003	1.9920e-003
tblVehicleEF	LDA	1.5150e-003	1.3900e-003
tblVehicleEF	LDA	2.0950e-003	1.8320e-003
tblVehicleEF	LDA	0.11	0.56
tblVehicleEF	LDA	0.13	0.12
tblVehicleEF	LDA	0.08	0.44
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.21
tblVehicleEF	LDA	0.07	0.22
tblVehicleEF	LDA	2.9040e-003	2.8980e-003
tblVehicleEF	LDA	6.2800e-004	5.5200e-004
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tblVehicleEF	LDA	0.13	0.12
tblVehicleEF	LDA	0.08	0.44
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.21
tblVehicleEF	LDA	0.08	0.24
tblVehicleEF	LDA	4.3110e-003	2.7450e-003
tblVehicleEF	LDA	6.4670e-003	0.06
tblVehicleEF	LDA	0.58	0.68
tblVehicleEF	LDA	1.32	2.19
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tblVehicleEF	LDA	60.91	56.40
tblVehicleEF	LDA	0.05	0.04
tblVehicleEF	LDA	0.09	0.20
tblVehicleEF	LDA	1.6430e-003	1.5090e-003
tblVehicleEF	LDA	2.2790e-003	1.9920e-003
tblVehicleEF	LDA	1.5150e-003	1.3900e-003
tblVehicleEF	LDA	2.0950e-003	1.8320e-003

tblVehicleEF	LDA	0.05	0.30
tblVehicleEF	LDA	0.12	0.12
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.24
tblVehicleEF	LDA	0.09	0.25
tblVehicleEF	LDA	2.5980e-003	2.6430e-003
tblVehicleEF	LDA	6.3200e-004	5.5800e-004
tblVehicleEF	LDA	0.05	0.30
tblVehicleEF	LDA	0.12	0.12
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.24
tblVehicleEF	LDA	0.10	0.28
tblVehicleEF	LDT1	0.01	8.9240e-003
tblVehicleEF	LDT1	0.02	0.10
tblVehicleEF	LDT1	1.62	1.77
tblVehicleEF	LDT1	3.78	2.55
tblVehicleEF	LDT1	325.17	321.11
tblVehicleEF	LDT1	74.01	68.78
tblVehicleEF	LDT1	0.16	0.16
tblVehicleEF	LDT1	0.23	0.34
tblVehicleEF	LDT1	2.6810e-003	2.4860e-003
tblVehicleEF	LDT1	3.8960e-003	3.2230e-003
tblVehicleEF	LDT1	2.4680e-003	2.2880e-003
tblVehicleEF	LDT1	3.5830e-003	2.9630e-003
tblVehicleEF	LDT1	0.22	0.97
tblVehicleEF	LDT1	0.37	0.29
tblVehicleEF	LDT1	0.15	0.65
tblVehicleEF	LDT1	0.03	0.04

tblVehicleEF	LDT1	0.22	0.95
tblVehicleEF	LDT1	0.27	0.51
tblVehicleEF	LDT1	3.2720e-003	3.1780e-003
tblVehicleEF	LDT1	8.0700e-004	6.8100e-004
tblVehicleEF	LDT1	0.22	0.97
tblVehicleEF	LDT1	0.37	0.29
tblVehicleEF	LDT1	0.15	0.65
tblVehicleEF	LDT1	0.05	0.06
tblVehicleEF	LDT1	0.22	0.95
tblVehicleEF	LDT1	0.30	0.56
tblVehicleEF	LDT1	0.02	9.9410e-003
tblVehicleEF	LDT1	0.02	0.08
tblVehicleEF	LDT1	1.95	2.08
tblVehicleEF	LDT1	3.33	2.13
tblVehicleEF	LDT1	353.10	344.18
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tblVehicleEF	LDT1	0.15	0.15
tblVehicleEF	LDT1	0.22	0.32
tblVehicleEF	LDT1	2.6810e-003	2.4860e-003
tblVehicleEF	LDT1	3.8960e-003	3.2230e-003
tblVehicleEF	LDT1	2.4680e-003	2.2880e-003
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tblVehicleEF	LDT1	0.44	1.80
tblVehicleEF	LDT1	0.46	0.35
tblVehicleEF	LDT1	0.29	1.26
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.22	0.93
tblVehicleEF	LDT1	0.23	0.44
tblVehicleEF	LDT1	3.5570e-003	3.4060e-003
tblVehicleEF	LDT1	7.9900e-004	6.7200e-004

tblVehicleEF	LDT1	0.44	1.80
tblVehicleEF	LDT1	0.46	0.35
tblVehicleEF	LDT1	0.29	1.26
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.22	0.93
tblVehicleEF	LDT1	0.26	0.48
tblVehicleEF	LDT1	0.01	8.7780e-003
tblVehicleEF	LDT1	0.02	0.10
tblVehicleEF	LDT1	1.52	1.71
tblVehicleEF	LDT1	3.84	2.53
tblVehicleEF	LDT1	316.88	317.20
tblVehicleEF	LDT1	74.01	68.75
tblVehicleEF	LDT1	0.16	0.16
tblVehicleEF	LDT1	0.23	0.34
tblVehicleEF	LDT1	2.6810e-003	2.4860e-003
tblVehicleEF	LDT1	3.8960e-003	3.2230e-003
tblVehicleEF	LDT1	2.4680e-003	2.2880e-003
tblVehicleEF	LDT1	3.5830e-003	2.9630e-003
tblVehicleEF	LDT1	0.19	0.99
tblVehicleEF	LDT1	0.41	0.34
tblVehicleEF	LDT1	0.13	0.65
tblVehicleEF	LDT1	0.03	0.04
tblVehicleEF	LDT1	0.25	1.11
tblVehicleEF	LDT1	0.28	0.51
tblVehicleEF	LDT1	3.1880e-003	3.1390e-003
tblVehicleEF	LDT1	8.0800e-004	6.8000e-004
tblVehicleEF	LDT1	0.19	0.99
tblVehicleEF	LDT1	0.41	0.34
tblVehicleEF	LDT1	0.13	0.65
tblVehicleEF	LDT1	0.05	0.06

tblVehicleEF	LDT1	0.25	1.11
tblVehicleEF	LDT1	0.30	0.56
tblVehicleEF	LDT2	6.1110e-003	4.5190e-003
tblVehicleEF	LDT2	8.2750e-003	0.08
tblVehicleEF	LDT2	0.82	1.03
tblVehicleEF	LDT2	1.71	2.88
tblVehicleEF	LDT2	366.61	346.07
tblVehicleEF	LDT2	83.75	74.32
tblVehicleEF	LDT2	0.09	0.10
tblVehicleEF	LDT2	0.15	0.34
tblVehicleEF	LDT2	1.6030e-003	1.5600e-003
tblVehicleEF	LDT2	2.3200e-003	2.0380e-003
tblVehicleEF	LDT2	1.4740e-003	1.4360e-003
tblVehicleEF	LDT2	2.1330e-003	1.8740e-003
tblVehicleEF	LDT2	0.07	0.45
tblVehicleEF	LDT2	0.13	0.14
tblVehicleEF	LDT2	0.06	0.37
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.44
tblVehicleEF	LDT2	0.11	0.37
tblVehicleEF	LDT2	3.6730e-003	3.4240e-003
tblVehicleEF	LDT2	8.6600e-004	7.3500e-004
tblVehicleEF	LDT2	0.07	0.45
tblVehicleEF	LDT2	0.13	0.14
tblVehicleEF	LDT2	0.06	0.37
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.07	0.44
tblVehicleEF	LDT2	0.12	0.40
tblVehicleEF	LDT2	6.9350e-003	5.0670e-003
tblVehicleEF	LDT2	7.1890e-003	0.07

tblVehicleEF	LDT2	1.00	1.22
tblVehicleEF	LDT2	1.51	2.40
tblVehicleEF	LDT2	398.95	368.67
tblVehicleEF	LDT2	83.75	73.39
tblVehicleEF	LDT2	0.08	0.09
tblVehicleEF	LDT2	0.15	0.32
tblVehicleEF	LDT2	1.6030e-003	1.5600e-003
tblVehicleEF	LDT2	2.3200e-003	2.0380e-003
tblVehicleEF	LDT2	1.4740e-003	1.4360e-003
tblVehicleEF	LDT2	2.1330e-003	1.8740e-003
tblVehicleEF	LDT2	0.14	0.83
tblVehicleEF	LDT2	0.15	0.16
tblVehicleEF	LDT2	0.11	0.69
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.43
tblVehicleEF	LDT2	0.10	0.32
tblVehicleEF	LDT2	3.9980e-003	3.6480e-003
tblVehicleEF	LDT2	8.6300e-004	7.2600e-004
tblVehicleEF	LDT2	0.14	0.83
tblVehicleEF	LDT2	0.15	0.16
tblVehicleEF	LDT2	0.11	0.69
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.07	0.43
tblVehicleEF	LDT2	0.11	0.35
tblVehicleEF	LDT2	5.8750e-003	4.4430e-003
tblVehicleEF	LDT2	8.5090e-003	0.08
tblVehicleEF	LDT2	0.76	0.99
tblVehicleEF	LDT2	1.74	2.86
tblVehicleEF	LDT2	356.95	342.25
tblVehicleEF	LDT2	83.75	74.28

tblVehicleEF	LDT2	0.08	0.09
tblVehicleEF	LDT2	0.15	0.34
tblVehicleEF	LDT2	1.6030e-003	1.5600e-003
tblVehicleEF	LDT2	2.3200e-003	2.0380e-003
tblVehicleEF	LDT2	1.4740e-003	1.4360e-003
tblVehicleEF	LDT2	2.1330e-003	1.8740e-003
tblVehicleEF	LDT2	0.06	0.44
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.05	0.37
tblVehicleEF	LDT2	0.01	0.02
tblVehicleEF	LDT2	0.08	0.51
tblVehicleEF	LDT2	0.11	0.37
tblVehicleEF	LDT2	3.5750e-003	3.3860e-003
tblVehicleEF	LDT2	8.6700e-004	7.3500e-004
tblVehicleEF	LDT2	0.06	0.44
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.05	0.37
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.08	0.51
tblVehicleEF	LDT2	0.13	0.40
tblVehicleEF	LHD1	5.6490e-003	0.07
tblVehicleEF	LHD1	0.01	5.8570e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.15	2.30
tblVehicleEF	LHD1	1.03	0.81
tblVehicleEF	LHD1	2.54	0.88
tblVehicleEF	LHD1	9.27	131.32
tblVehicleEF	LHD1	612.92	640.47
tblVehicleEF	LHD1	30.90	9.43
tblVehicleEF	LHD1	0.09	1.25

tblVehicleEF	LHD1	2.35	1.83
tblVehicleEF	LHD1	1.02	0.28
tblVehicleEF	LHD1	9.6900e-004	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.2500e-004	2.2200e-004
tblVehicleEF	LHD1	9.2700e-004	0.01
tblVehicleEF	LHD1	2.5280e-003	2.5110e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.5100e-004	2.0500e-004
tblVehicleEF	LHD1	3.9460e-003	0.04
tblVehicleEF	LHD1	0.10	0.07
tblVehicleEF	LHD1	0.02	0.28
tblVehicleEF	LHD1	1.9130e-003	0.02
tblVehicleEF	LHD1	0.08	0.07
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.28	0.07
tblVehicleEF	LHD1	9.3000e-005	1.2680e-003
tblVehicleEF	LHD1	6.0140e-003	6.2270e-003
tblVehicleEF	LHD1	3.5800e-004	9.3000e-005
tblVehicleEF	LHD1	3.9460e-003	0.04
tblVehicleEF	LHD1	0.10	0.07
tblVehicleEF	LHD1	0.02	0.40
tblVehicleEF	LHD1	1.9130e-003	0.02
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.30	0.08
tblVehicleEF	LHD1	5.6490e-003	0.07
tblVehicleEF	LHD1	0.01	5.9510e-003
tblVehicleEF	LHD1	0.02	0.01

tblVehicleEF	LHD1	0.15	2.30
tblVehicleEF	LHD1	1.05	0.82
tblVehicleEF	LHD1	2.42	0.84
tblVehicleEF	LHD1	9.27	131.32
tblVehicleEF	LHD1	612.92	640.49
tblVehicleEF	LHD1	30.90	9.34
tblVehicleEF	LHD1	0.09	1.25
tblVehicleEF	LHD1	2.21	1.72
tblVehicleEF	LHD1	0.98	0.27
tblVehicleEF	LHD1	9.6900e-004	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.2500e-004	2.2200e-004
tblVehicleEF	LHD1	9.2700e-004	0.01
tblVehicleEF	LHD1	2.5280e-003	2.5110e-003
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tblVehicleEF	LHD1	8.5100e-004	2.0500e-004
tblVehicleEF	LHD1	7.3960e-003	0.07
tblVehicleEF	LHD1	0.12	0.08
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tblVehicleEF	LHD1	3.6890e-003	0.04
tblVehicleEF	LHD1	0.08	0.07
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.27	0.07
tblVehicleEF	LHD1	9.3000e-005	1.2680e-003
tblVehicleEF	LHD1	6.0140e-003	6.2270e-003
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tblVehicleEF	LHD1	7.3960e-003	0.07
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.02	0.40

tblVehicleEF	LHD1	3.6890e-003	0.04
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.29	0.08
tblVehicleEF	LHD1	5.6490e-003	0.07
tblVehicleEF	LHD1	0.01	5.8660e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.15	2.30
tblVehicleEF	LHD1	1.03	0.80
tblVehicleEF	LHD1	2.54	0.87
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tblVehicleEF	LHD1	612.92	640.47
tblVehicleEF	LHD1	30.90	9.41
tblVehicleEF	LHD1	0.09	1.25
tblVehicleEF	LHD1	2.32	1.80
tblVehicleEF	LHD1	1.01	0.28
tblVehicleEF	LHD1	9.6900e-004	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.2500e-004	2.2200e-004
tblVehicleEF	LHD1	9.2700e-004	0.01
tblVehicleEF	LHD1	2.5280e-003	2.5110e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.5100e-004	2.0500e-004
tblVehicleEF	LHD1	3.5540e-003	0.04
tblVehicleEF	LHD1	0.12	0.08
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tblVehicleEF	LHD1	0.08	0.07
tblVehicleEF	LHD1	0.33	0.48

tblVehicleEF	LHD1	0.28	0.07
tblVehicleEF	LHD1	9.3000e-005	1.2680e-003
tblVehicleEF	LHD1	6.0140e-003	6.2270e-003
tblVehicleEF	LHD1	3.5800e-004	9.3000e-005
tblVehicleEF	LHD1	3.5540e-003	0.04
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.02	0.40
tblVehicleEF	LHD1	1.7480e-003	0.02
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.33	0.48
tblVehicleEF	LHD1	0.30	0.08
tblVehicleEF	LHD2	3.8330e-003	0.04
tblVehicleEF	LHD2	5.1000e-003	4.0970e-003
tblVehicleEF	LHD2	9.1950e-003	7.3890e-003
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tblVehicleEF	LHD2	0.56	0.56
tblVehicleEF	LHD2	1.23	0.45
tblVehicleEF	LHD2	14.53	202.06
tblVehicleEF	LHD2	609.83	634.08
tblVehicleEF	LHD2	23.90	5.72
tblVehicleEF	LHD2	0.12	1.79
tblVehicleEF	LHD2	1.94	2.00
tblVehicleEF	LHD2	0.56	0.15
tblVehicleEF	LHD2	1.3510e-003	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	4.1000e-004	9.4000e-005
tblVehicleEF	LHD2	1.2930e-003	0.02
tblVehicleEF	LHD2	2.6930e-003	2.7370e-003
tblVehicleEF	LHD2	0.01	0.01

tblVehicleEF	LHD2	3.7700e-004	8.7000e-005
tblVehicleEF	LHD2	1.5990e-003	0.02
tblVehicleEF	LHD2	0.04	0.03
tblVehicleEF	LHD2	0.01	0.20
tblVehicleEF	LHD2	8.1500e-004	8.4590e-003
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.12	0.04
tblVehicleEF	LHD2	1.4200e-004	1.9270e-003
tblVehicleEF	LHD2	5.9300e-003	6.1000e-003
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tblVehicleEF	LHD2	0.04	0.03
tblVehicleEF	LHD2	0.02	0.27
tblVehicleEF	LHD2	8.1500e-004	8.4590e-003
tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.14	0.04
tblVehicleEF	LHD2	3.8330e-003	0.04
tblVehicleEF	LHD2	5.1600e-003	4.1300e-003
tblVehicleEF	LHD2	8.8690e-003	7.1060e-003
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tblVehicleEF	LHD2	0.56	0.57
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tblVehicleEF	LHD2	609.83	634.09
tblVehicleEF	LHD2	23.90	5.68
tblVehicleEF	LHD2	0.12	1.79
tblVehicleEF	LHD2	1.83	1.89
tblVehicleEF	LHD2	0.54	0.14

tblVehicleEF	LHD2	1.3510e-003	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	4.1000e-004	9.4000e-005
tblVehicleEF	LHD2	1.2930e-003	0.02
tblVehicleEF	LHD2	2.6930e-003	2.7370e-003
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tblVehicleEF	LHD2	0.05	0.04
tblVehicleEF	LHD2	0.01	0.20
tblVehicleEF	LHD2	1.5540e-003	0.02
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.12	0.03
tblVehicleEF	LHD2	1.4200e-004	1.9270e-003
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tblVehicleEF	LHD2	1.5540e-003	0.02
tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.13	0.04
tblVehicleEF	LHD2	3.8330e-003	0.04
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tblVehicleEF	LHD2	9.2490e-003	7.3380e-003
tblVehicleEF	LHD2	0.12	1.66
tblVehicleEF	LHD2	0.56	0.56

tblVehicleEF	LHD2	1.24	0.45
tblVehicleEF	LHD2	14.53	202.06
tblVehicleEF	LHD2	609.83	634.08
tblVehicleEF	LHD2	23.90	5.72
tblVehicleEF	LHD2	0.12	1.79
tblVehicleEF	LHD2	1.92	1.97
tblVehicleEF	LHD2	0.56	0.15
tblVehicleEF	LHD2	1.3510e-003	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	4.1000e-004	9.4000e-005
tblVehicleEF	LHD2	1.2930e-003	0.02
tblVehicleEF	LHD2	2.6930e-003	2.7370e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.7700e-004	8.7000e-005
tblVehicleEF	LHD2	1.2860e-003	0.02
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.01	0.20
tblVehicleEF	LHD2	6.9100e-004	8.8280e-003
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.10	0.21
tblVehicleEF	LHD2	0.12	0.04
tblVehicleEF	LHD2	1.4200e-004	1.9270e-003
tblVehicleEF	LHD2	5.9300e-003	6.1000e-003
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tblVehicleEF	LHD2	1.2860e-003	0.02
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.02	0.27
tblVehicleEF	LHD2	6.9100e-004	8.8280e-003
tblVehicleEF	LHD2	0.07	0.08

tblVehicleEF	LHD2	0.10	0.21
tblVehicleEF	LHD2	0.14	0.04
tblVehicleEF	MCY	0.41	0.32
tblVehicleEF	MCY	0.15	0.25
tblVehicleEF	MCY	19.93	19.76
tblVehicleEF	MCY	9.66	8.58
tblVehicleEF	MCY	164.88	207.31
tblVehicleEF	MCY	46.70	61.27
tblVehicleEF	MCY	1.13	1.13
tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	1.7160e-003	1.6670e-003
tblVehicleEF	MCY	3.4600e-003	2.9080e-003
tblVehicleEF	MCY	1.6070e-003	1.5620e-003
tblVehicleEF	MCY	3.2650e-003	2.7430e-003
tblVehicleEF	MCY	1.68	2.82
tblVehicleEF	MCY	0.86	0.79
tblVehicleEF	MCY	0.93	1.51
tblVehicleEF	MCY	2.17	2.17
tblVehicleEF	MCY	0.58	1.92
tblVehicleEF	MCY	2.09	1.86
tblVehicleEF	MCY	2.0370e-003	2.0520e-003
tblVehicleEF	MCY	6.8600e-004	6.0600e-004
tblVehicleEF	MCY	1.68	2.82
tblVehicleEF	MCY	0.86	0.79
tblVehicleEF	MCY	0.93	1.51
tblVehicleEF	MCY	2.66	2.66
tblVehicleEF	MCY	0.58	1.92
tblVehicleEF	MCY	2.27	2.02
tblVehicleEF	MCY	0.41	0.31
tblVehicleEF	MCY	0.14	0.22

tblVehicleEF	MCY	20.66	19.72
tblVehicleEF	MCY	9.11	7.89
tblVehicleEF	MCY	164.88	207.06
tblVehicleEF	MCY	46.70	59.40
tblVehicleEF	MCY	0.98	0.98
tblVehicleEF	MCY	0.29	0.25
tblVehicleEF	MCY	1.7160e-003	1.6670e-003
tblVehicleEF	MCY	3.4600e-003	2.9080e-003
tblVehicleEF	MCY	1.6070e-003	1.5620e-003
tblVehicleEF	MCY	3.2650e-003	2.7430e-003
tblVehicleEF	MCY	3.35	5.42
tblVehicleEF	MCY	1.25	1.08
tblVehicleEF	MCY	2.10	3.43
tblVehicleEF	MCY	2.15	2.12
tblVehicleEF	MCY	0.58	1.89
tblVehicleEF	MCY	1.87	1.63
tblVehicleEF	MCY	2.0470e-003	2.0490e-003
tblVehicleEF	MCY	6.7100e-004	5.8800e-004
tblVehicleEF	MCY	3.35	5.42
tblVehicleEF	MCY	1.25	1.08
tblVehicleEF	MCY	2.10	3.43
tblVehicleEF	MCY	2.63	2.60
tblVehicleEF	MCY	0.58	1.89
tblVehicleEF	MCY	2.03	1.77
tblVehicleEF	MCY	0.41	0.32
tblVehicleEF	MCY	0.15	0.24
tblVehicleEF	MCY	19.43	19.16
tblVehicleEF	MCY	9.60	8.36
tblVehicleEF	MCY	164.88	206.28
tblVehicleEF	MCY	46.70	60.77

tblVehicleEF	MCY	1.13	1.10
tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	1.7160e-003	1.6670e-003
tblVehicleEF	MCY	3.4600e-003	2.9080e-003
tblVehicleEF	MCY	1.6070e-003	1.5620e-003
tblVehicleEF	MCY	3.2650e-003	2.7430e-003
tblVehicleEF	MCY	1.60	3.24
tblVehicleEF	MCY	1.06	1.05
tblVehicleEF	MCY	0.75	1.52
tblVehicleEF	MCY	2.17	2.15
tblVehicleEF	MCY	0.66	2.19
tblVehicleEF	MCY	2.10	1.82
tblVehicleEF	MCY	2.0290e-003	2.0410e-003
tblVehicleEF	MCY	6.8600e-004	6.0100e-004
tblVehicleEF	MCY	1.60	3.24
tblVehicleEF	MCY	1.06	1.05
tblVehicleEF	MCY	0.75	1.52
tblVehicleEF	MCY	2.66	2.63
tblVehicleEF	MCY	0.66	2.19
tblVehicleEF	MCY	2.28	1.98
tblVehicleEF	MDV	0.01	6.2680e-003
tblVehicleEF	MDV	0.02	0.10
tblVehicleEF	MDV	1.58	1.28
tblVehicleEF	MDV	3.47	3.46
tblVehicleEF	MDV	501.88	430.06
tblVehicleEF	MDV	112.78	91.54
tblVehicleEF	MDV	0.19	0.13
tblVehicleEF	MDV	0.34	0.43
tblVehicleEF	MDV	1.7360e-003	1.6260e-003
tblVehicleEF	MDV	2.5110e-003	2.1290e-003

tblVehicleEF	MDV	1.6010e-003	1.5010e-003
tblVehicleEF	MDV	2.3110e-003	1.9590e-003
tblVehicleEF	MDV	0.11	0.51
tblVehicleEF	MDV	0.21	0.17
tblVehicleEF	MDV	0.09	0.44
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.11	0.49
tblVehicleEF	MDV	0.27	0.49
tblVehicleEF	MDV	5.0330e-003	4.2520e-003
tblVehicleEF	MDV	1.1890e-003	9.0600e-004
tblVehicleEF	MDV	0.11	0.51
tblVehicleEF	MDV	0.21	0.17
tblVehicleEF	MDV	0.09	0.44
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.11	0.49
tblVehicleEF	MDV	0.30	0.54
tblVehicleEF	MDV	0.02	6.9690e-003
tblVehicleEF	MDV	0.02	0.09
tblVehicleEF	MDV	1.91	1.51
tblVehicleEF	MDV	3.08	2.90
tblVehicleEF	MDV	544.80	454.20
tblVehicleEF	MDV	112.78	90.40
tblVehicleEF	MDV	0.18	0.12
tblVehicleEF	MDV	0.33	0.40
tblVehicleEF	MDV	1.7360e-003	1.6260e-003
tblVehicleEF	MDV	2.5110e-003	2.1290e-003
tblVehicleEF	MDV	1.6010e-003	1.5010e-003
tblVehicleEF	MDV	2.3110e-003	1.9590e-003
tblVehicleEF	MDV	0.22	0.95
tblVehicleEF	MDV	0.24	0.19

tblVehicleEF	MDV	0.17	0.82
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.11	0.48
tblVehicleEF	MDV	0.24	0.42
tblVehicleEF	MDV	5.4670e-003	4.4910e-003
tblVehicleEF	MDV	1.1820e-003	8.9500e-004
tblVehicleEF	MDV	0.22	0.95
tblVehicleEF	MDV	0.24	0.19
tblVehicleEF	MDV	0.17	0.82
tblVehicleEF	MDV	0.06	0.04
tblVehicleEF	MDV	0.11	0.48
tblVehicleEF	MDV	0.26	0.46
tblVehicleEF	MDV	0.01	6.1580e-003
tblVehicleEF	MDV	0.02	0.10
tblVehicleEF	MDV	1.48	1.23
tblVehicleEF	MDV	3.54	3.44
tblVehicleEF	MDV	489.12	425.98
tblVehicleEF	MDV	112.78	91.50
tblVehicleEF	MDV	0.18	0.13
tblVehicleEF	MDV	0.34	0.42
tblVehicleEF	MDV	1.7360e-003	1.6260e-003
tblVehicleEF	MDV	2.5110e-003	2.1290e-003
tblVehicleEF	MDV	1.6010e-003	1.5010e-003
tblVehicleEF	MDV	2.3110e-003	1.9590e-003
tblVehicleEF	MDV	0.09	0.49
tblVehicleEF	MDV	0.22	0.18
tblVehicleEF	MDV	0.08	0.45
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.13	0.56
tblVehicleEF	MDV	0.28	0.49

tblVehicleEF	MDV	4.9040e-003	4.2120e-003
tblVehicleEF	MDV	1.1910e-003	9.0500e-004
tblVehicleEF	MDV	0.09	0.49
tblVehicleEF	MDV	0.22	0.18
tblVehicleEF	MDV	0.08	0.45
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.13	0.56
tblVehicleEF	MDV	0.31	0.54
tblVehicleEF	MH	0.03	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.14	1.60
tblVehicleEF	MH	6.37	2.20
tblVehicleEF	MH	1,005.77	1,483.02
tblVehicleEF	MH	58.82	19.22
tblVehicleEF	MH	1.76	1.66
tblVehicleEF	MH	0.89	0.23
tblVehicleEF	MH	0.13	0.13
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.05	0.04
tblVehicleEF	MH	1.2480e-003	2.7100e-004
tblVehicleEF	MH	3.2450e-003	3.2810e-003
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.1520e-003	2.4900e-004
tblVehicleEF	MH	1.64	0.12
tblVehicleEF	MH	0.09	0.07
tblVehicleEF	MH	0.56	0.04
tblVehicleEF	MH	0.11	0.07
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.39	0.10
tblVehicleEF	MH	9.9900e-003	0.01

tblVehicleEF	MH	7.0000e-004	1.9000e-004
tblVehicleEF	MH	1.64	0.12
tblVehicleEF	MH	0.09	0.07
tblVehicleEF	MH	0.56	0.04
tblVehicleEF	MH	0.15	0.09
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.42	0.11
tblVehicleEF	MH	0.03	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.24	1.64
tblVehicleEF	MH	5.95	2.05
tblVehicleEF	MH	1,005.77	1,483.09
tblVehicleEF	MH	58.82	18.96
tblVehicleEF	MH	1.63	1.54
tblVehicleEF	MH	0.86	0.22
tblVehicleEF	MH	0.13	0.13
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.05	0.04
tblVehicleEF	MH	1.2480e-003	2.7100e-004
tblVehicleEF	MH	3.2450e-003	3.2810e-003
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.1520e-003	2.4900e-004
tblVehicleEF	MH	3.01	0.21
tblVehicleEF	MH	0.10	0.08
tblVehicleEF	MH	1.11	0.08
tblVehicleEF	MH	0.11	0.07
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.37	0.10
tblVehicleEF	MH	9.9910e-003	0.01
tblVehicleEF	MH	6.9300e-004	1.8800e-004

tblVehicleEF	MH	3.01	0.21
tblVehicleEF	MH	0.10	0.08
tblVehicleEF	MH	1.11	0.08
tblVehicleEF	MH	0.15	0.09
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.40	0.11
tblVehicleEF	MH	0.03	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.12	1.60
tblVehicleEF	MH	6.40	2.20
tblVehicleEF	MH	1,005.77	1,483.02
tblVehicleEF	MH	58.82	19.21
tblVehicleEF	MH	1.74	1.62
tblVehicleEF	MH	0.89	0.23
tblVehicleEF	MH	0.13	0.13
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.05	0.04
tblVehicleEF	MH	1.2480e-003	2.7100e-004
tblVehicleEF	MH	3.2450e-003	3.2810e-003
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.1520e-003	2.4900e-004
tblVehicleEF	MH	1.67	0.14
tblVehicleEF	MH	0.11	0.09
tblVehicleEF	MH	0.55	0.05
tblVehicleEF	MH	0.11	0.07
tblVehicleEF	MH	0.03	1.64
tblVehicleEF	MH	0.39	0.10
tblVehicleEF	MH	9.9890e-003	0.01
tblVehicleEF	MH	7.0000e-004	1.9000e-004
tblVehicleEF	MH	1.67	0.14

tblVehicleEF	MH	0.11	0.09
tblVehicleEF	MH	0.55	0.05
tblVehicleEF	MH	0.15	0.09
tblVehicleEF	MH	0.03	1.64
tblVehicleEF	MH	0.42	0.11
tblVehicleEF	MHD	0.02	0.02
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tblVehicleEF	MHD	0.43	3.13
tblVehicleEF	MHD	0.47	0.63
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tblVehicleEF	MHD	156.54	823.90
tblVehicleEF	MHD	1,067.94	996.67
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tblVehicleEF	MHD	1.06	8.54
tblVehicleEF	MHD	1.70	3.03
tblVehicleEF	MHD	11.65	1.14
tblVehicleEF	MHD	3.7720e-003	0.03
tblVehicleEF	MHD	0.06	0.10
tblVehicleEF	MHD	8.1800e-004	3.3000e-005
tblVehicleEF	MHD	3.6080e-003	0.03
tblVehicleEF	MHD	0.05	0.10
tblVehicleEF	MHD	7.5200e-004	3.0000e-005
tblVehicleEF	MHD	1.8750e-003	3.9160e-003
tblVehicleEF	MHD	0.05	6.3490e-003
tblVehicleEF	MHD	0.03	0.19
tblVehicleEF	MHD	9.0500e-004	2.0170e-003
tblVehicleEF	MHD	0.07	0.14
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.40	0.02

tblVehicleEF	MHD	1.5050e-003	7.8000e-003
tblVehicleEF	MHD	0.01	9.4650e-003
tblVehicleEF	MHD	6.6700e-004	2.6000e-005
tblVehicleEF	MHD	1.8750e-003	3.9160e-003
tblVehicleEF	MHD	0.05	6.3490e-003
tblVehicleEF	MHD	0.05	0.24
tblVehicleEF	MHD	9.0500e-004	2.0170e-003
tblVehicleEF	MHD	0.08	0.16
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.44	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	6.1890e-003	7.1350e-003
tblVehicleEF	MHD	0.06	2.6400e-003
tblVehicleEF	MHD	0.31	2.59
tblVehicleEF	MHD	0.47	0.63
tblVehicleEF	MHD	6.24	0.32
tblVehicleEF	MHD	165.81	844.30
tblVehicleEF	MHD	1,067.94	996.68
tblVehicleEF	MHD	55.18	2.63
tblVehicleEF	MHD	1.10	8.69
tblVehicleEF	MHD	1.60	2.86
tblVehicleEF	MHD	11.62	1.14
tblVehicleEF	MHD	3.1790e-003	0.03
tblVehicleEF	MHD	0.06	0.10
tblVehicleEF	MHD	8.1800e-004	3.3000e-005
tblVehicleEF	MHD	3.0420e-003	0.03
tblVehicleEF	MHD	0.05	0.10
tblVehicleEF	MHD	7.5200e-004	3.0000e-005
tblVehicleEF	MHD	3.6340e-003	7.0900e-003
tblVehicleEF	MHD	0.06	7.2690e-003

tblVehicleEF	MHD	0.03	0.18
tblVehicleEF	MHD	1.7950e-003	4.0620e-003
tblVehicleEF	MHD	0.07	0.14
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.38	0.01
tblVehicleEF	MHD	1.5920e-003	7.9940e-003
tblVehicleEF	MHD	0.01	9.4650e-003
tblVehicleEF	MHD	6.6100e-004	2.6000e-005
tblVehicleEF	MHD	3.6340e-003	7.0900e-003
tblVehicleEF	MHD	0.06	7.2690e-003
tblVehicleEF	MHD	0.04	0.23
tblVehicleEF	MHD	1.7950e-003	4.0620e-003
tblVehicleEF	MHD	0.08	0.16
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.42	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	6.0850e-003	7.1100e-003
tblVehicleEF	MHD	0.06	2.7240e-003
tblVehicleEF	MHD	0.60	3.87
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tblVehicleEF	MHD	1,067.94	996.67
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tblVehicleEF	MHD	1.01	8.32
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tblVehicleEF	MHD	11.66	1.14
tblVehicleEF	MHD	4.5890e-003	0.04
tblVehicleEF	MHD	0.06	0.10
tblVehicleEF	MHD	8.1800e-004	3.3000e-005

tblVehicleEF	MHD	4.3910e-003	0.04
tblVehicleEF	MHD	0.05	0.10
tblVehicleEF	MHD	7.5200e-004	3.0000e-005
tblVehicleEF	MHD	1.4650e-003	4.2490e-003
tblVehicleEF	MHD	0.05	7.1500e-003
tblVehicleEF	MHD	0.04	0.20
tblVehicleEF	MHD	7.2400e-004	2.1530e-003
tblVehicleEF	MHD	0.07	0.14
tblVehicleEF	MHD	0.02	0.04
tblVehicleEF	MHD	0.40	0.02
tblVehicleEF	MHD	1.3840e-003	7.5330e-003
tblVehicleEF	MHD	0.01	9.4650e-003
tblVehicleEF	MHD	6.6800e-004	2.6000e-005
tblVehicleEF	MHD	1.4650e-003	4.2490e-003
tblVehicleEF	MHD	0.05	7.1500e-003
tblVehicleEF	MHD	0.05	0.26
tblVehicleEF	MHD	7.2400e-004	2.1530e-003
tblVehicleEF	MHD	0.08	0.16
tblVehicleEF	MHD	0.02	0.04
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tblVehicleEF	OBUS	0.01	0.13
tblVehicleEF	OBUS	9.4560e-003	0.01
tblVehicleEF	OBUS	0.03	0.02
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tblVehicleEF	OBUS	74.57	1,486.15
tblVehicleEF	OBUS	1,103.17	1,428.64
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tblVehicleEF	OBUS	2.21	0.77
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tblVehicleEF	OBUS	7.1510e-003	0.06
tblVehicleEF	OBUS	8.2800e-004	1.4300e-004
tblVehicleEF	OBUS	1.6900e-004	0.05
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	6.8270e-003	0.06
tblVehicleEF	OBUS	7.6200e-004	1.3200e-004
tblVehicleEF	OBUS	2.2350e-003	0.03
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	1.00
tblVehicleEF	OBUS	9.4600e-004	0.01
tblVehicleEF	OBUS	0.04	0.13
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tblVehicleEF	OBUS	0.41	0.09
tblVehicleEF	OBUS	7.2400e-004	0.01
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tblVehicleEF	OBUS	8.2300e-004	1.4100e-004
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tblVehicleEF	OBUS	0.02	0.02
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tblVehicleEF	OBUS	9.6420e-003	0.01
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tblVehicleEF	OBUS	7.1510e-003	0.06
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tblVehicleEF	OBUS	1.4300e-004	0.05
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	6.8270e-003	0.06
tblVehicleEF	OBUS	7.6200e-004	1.3200e-004
tblVehicleEF	OBUS	4.1760e-003	0.06
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	0.99
tblVehicleEF	OBUS	1.8320e-003	0.03
tblVehicleEF	OBUS	0.04	0.13
tblVehicleEF	OBUS	0.05	0.18
tblVehicleEF	OBUS	0.39	0.09
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tblVehicleEF	OBUS	0.05	1.25

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tblVehicleEF	OBUS	0.01	0.13
tblVehicleEF	OBUS	9.4220e-003	0.01
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tblVehicleEF	OBUS	6.63	1.83
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tblVehicleEF	OBUS	2.21	0.77
tblVehicleEF	OBUS	2.1500e-004	0.07
tblVehicleEF	OBUS	0.13	0.13
tblVehicleEF	OBUS	7.1510e-003	0.06
tblVehicleEF	OBUS	8.2800e-004	1.4300e-004
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tblVehicleEF	OBUS	6.8270e-003	0.06
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tblVehicleEF	OBUS	0.04	1.01
tblVehicleEF	OBUS	8.7300e-004	0.02
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tblVehicleEF	OBUS	0.05	0.19

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tblVehicleEF	OBUS	0.02	0.02
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tblVehicleEF	SBUS	0.32	0.32
tblVehicleEF	SBUS	2.7000e-003	2.6420e-003
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tblVehicleEF	SBUS	4.0600e-004	9.6000e-005
tblVehicleEF	SBUS	8.2250e-003	0.02
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tblVehicleEF	SBUS	0.01	0.13
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tblVehicleEF	SBUS	8.2250e-003	0.02
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tblVehicleEF	SBUS	2.7000e-003	2.6420e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.0600e-004	9.6000e-005
tblVehicleEF	SBUS	4.1410e-003	0.01
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	0.94	4.01
tblVehicleEF	SBUS	1.9980e-003	6.5450e-003
tblVehicleEF	SBUS	0.11	0.10
tblVehicleEF	SBUS	0.02	0.17
tblVehicleEF	SBUS	0.38	0.12
tblVehicleEF	SBUS	0.01	0.03
tblVehicleEF	SBUS	0.01	0.01

tblVehicleEF	SBUS	6.5500e-004	1.7300e-004
tblVehicleEF	SBUS	4.1410e-003	0.01
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	1.35	5.78
tblVehicleEF	SBUS	1.9980e-003	6.5450e-003
tblVehicleEF	SBUS	0.13	0.12
tblVehicleEF	SBUS	0.02	0.17
tblVehicleEF	SBUS	0.42	0.13
tblVehicleEF	UBUS	1.60	3.04
tblVehicleEF	UBUS	0.09	0.02
tblVehicleEF	UBUS	10.35	23.58
tblVehicleEF	UBUS	16.43	2.03
tblVehicleEF	UBUS	1,836.48	1,641.57
tblVehicleEF	UBUS	155.92	24.35
tblVehicleEF	UBUS	5.46	0.30
tblVehicleEF	UBUS	12.53	0.24
tblVehicleEF	UBUS	0.50	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.06	2.1590e-003
tblVehicleEF	UBUS	1.6630e-003	2.1700e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.0570e-003
tblVehicleEF	UBUS	0.06	2.0460e-003
tblVehicleEF	UBUS	1.5380e-003	1.9900e-004
tblVehicleEF	UBUS	0.01	5.5670e-003
tblVehicleEF	UBUS	0.13	0.01
tblVehicleEF	UBUS	5.4970e-003	3.2120e-003
tblVehicleEF	UBUS	0.64	0.05
tblVehicleEF	UBUS	0.03	0.05
tblVehicleEF	UBUS	1.28	0.09

tblVehicleEF	UBUS	0.01	6.3860e-003
tblVehicleEF	UBUS	1.8570e-003	2.4100e-004
tblVehicleEF	UBUS	0.01	5.5670e-003
tblVehicleEF	UBUS	0.13	0.01
tblVehicleEF	UBUS	5.4970e-003	3.2120e-003
tblVehicleEF	UBUS	2.30	3.11
tblVehicleEF	UBUS	0.03	0.05
tblVehicleEF	UBUS	1.40	0.10
tblVehicleEF	UBUS	1.61	3.04
tblVehicleEF	UBUS	0.09	0.02
tblVehicleEF	UBUS	10.64	23.58
tblVehicleEF	UBUS	14.18	1.72
tblVehicleEF	UBUS	1,836.48	1,641.57
tblVehicleEF	UBUS	155.92	23.84
tblVehicleEF	UBUS	5.09	0.29
tblVehicleEF	UBUS	12.44	0.23
tblVehicleEF	UBUS	0.50	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.06	2.1590e-003
tblVehicleEF	UBUS	1.6630e-003	2.1700e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.0570e-003
tblVehicleEF	UBUS	0.06	2.0460e-003
tblVehicleEF	UBUS	1.5380e-003	1.9900e-004
tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	0.17	0.01
tblVehicleEF	UBUS	0.01	6.7530e-003
tblVehicleEF	UBUS	0.65	0.05
tblVehicleEF	UBUS	0.03	0.05
tblVehicleEF	UBUS	1.17	0.09

tblVehicleEF	UBUS	0.01	6.3870e-003
tblVehicleEF	UBUS	1.8170e-003	2.3600e-004
tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	0.17	0.01
tblVehicleEF	UBUS	0.01	6.7530e-003
tblVehicleEF	UBUS	2.31	3.11
tblVehicleEF	UBUS	0.03	0.05
tblVehicleEF	UBUS	1.28	0.09
tblVehicleEF	UBUS	1.60	3.04
tblVehicleEF	UBUS	0.10	0.02
tblVehicleEF	UBUS	10.37	23.58
tblVehicleEF	UBUS	16.61	2.01
tblVehicleEF	UBUS	1,836.48	1,641.57
tblVehicleEF	UBUS	155.92	24.32
tblVehicleEF	UBUS	5.42	0.29
tblVehicleEF	UBUS	12.54	0.24
tblVehicleEF	UBUS	0.50	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.06	2.1590e-003
tblVehicleEF	UBUS	1.6630e-003	2.1700e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.0570e-003
tblVehicleEF	UBUS	0.06	2.0460e-003
tblVehicleEF	UBUS	1.5380e-003	1.9900e-004
tblVehicleEF	UBUS	0.01	6.0360e-003
tblVehicleEF	UBUS	0.16	0.01
tblVehicleEF	UBUS	4.7660e-003	3.4290e-003
tblVehicleEF	UBUS	0.64	0.05
tblVehicleEF	UBUS	0.03	0.06
tblVehicleEF	UBUS	1.29	0.09

tblVehicleEF	UBUS	0.01	6.3860e-003
tblVehicleEF	UBUS	1.8600e-003	2.4100e-004
tblVehicleEF	UBUS	0.01	6.0360e-003
tblVehicleEF	UBUS	0.16	0.01
tblVehicleEF	UBUS	4.7660e-003	3.4290e-003
tblVehicleEF	UBUS	2.30	3.11
tblVehicleEF	UBUS	0.03	0.06
tblVehicleEF	UBUS	1.42	0.10
tblVehicleTrips	ST_TR	1.68	1.40
tblVehicleTrips	SU_TR	1.68	1.40
tblVehicleTrips	WD_TR	1.68	1.40

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868
Energy	0.0480	0.4362	0.3664	2.6200e-003		0.0332	0.0332		0.0332	0.0332		523.4488	523.4488	0.0100	9.6000e-003	526.5594
Mobile	9.5976	110.6659	80.2425	0.3259	11.0515	1.2325	12.2840	3.0459	1.1783	4.2243		34,401.1075	34,401.1075	0.8143		34,421.4651
Offroad	1.1521	10.3800	9.4421	0.0122		0.7733	0.7733		0.7115	0.7115		1,184.2466	1,184.2466	0.3830		1,193.8219
Stationary	14.7676	57.7926	37.6594	0.0710		2.1727	2.1727		2.1727	2.1727		7,555.6271	7,555.6271	1.0593		7,582.1097
Total	**43.4448**	**179.2755**	**127.7926**	**0.4117**	**11.0515**	**4.2119**	**15.2634**	**3.0459**	**4.0959**	**7.1418**		**43,664.6051**	**43,664.6051**	**2.2671**	**9.6000e-003**	**43,724.1430**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868
Energy	0.0338	0.3073	0.2581	1.8400e-003		0.0234	0.0234		0.0234	0.0234		368.7349	368.7349	7.0700e-003	6.7600e-003	370.9261
Mobile	9.4568	107.4600	78.5074	0.3120	10.3863	1.1652	11.5514	2.8626	1.1139	3.9765		32,937.5316	32,937.5316	0.7831		32,957.1087
Offroad	1.1521	10.3800	9.4421	0.0122		0.7733	0.7733		0.7115	0.7115		1,184.2466	1,184.2466	0.3830		1,193.8219
Stationary	14.7676	57.7926	37.6594	0.0710		2.1727	2.1727		2.1727	2.1727		7,555.6271	7,555.6271	1.0593		7,582.1097
Total	**43.2899**	**175.9407**	**125.9492**	**0.3970**	**10.3863**	**4.1348**	**14.5210**	**2.8626**	**4.0217**	**6.8843**		**42,046.3153**	**42,046.3153**	**2.2329**	**6.7600e-003**	**42,104.1532**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.36**	**1.86**	**1.44**	**3.56**	**6.02**	**1.83**	**4.86**	**6.02**	**1.81**	**3.61**	**0.00**	**3.71**	**3.71**	**1.51**	**29.58**	**3.71**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Improve Pedestrian Network

Implement Trip Reduction Program

Market Commute Trip Reduction Option

Employee Vanpool/Shuttle

Provide Riade Sharing Program

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Mitigated	9.4568	107.4600	78.5074	0.3120	10.3863	1.1652	11.5514	2.8626	1.1139	3.9765		32,937.5316	32,937.5316	0.7831		32,957.1087
Unmitigated	9.5976	110.6659	80.2425	0.3259	11.0515	1.2325	12.2840	3.0459	1.1783	4.2243		34,401.1075	34,401.1075	0.8143		34,421.4651

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Unrefrigerated Warehouse-No Rail	280.00	280.00	280.00	1,200,001	1,127,768
Unrefrigerated Warehouse-No Rail	840.00	840.00	840.00	3,600,002	3,383,305
Total	1,120.00	1,120.00	1,120.00	4,800,003	4,511,073

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Unrefrigerated Warehouse-No Rail	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3
Unrefrigerated Warehouse-No Rail	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Unrefrigerated Warehouse-No Rail	0.088364	0.038449	0.184390	0.122109	0.017402	0.064400	0.131700	0.343900	0.001365	0.001213	0.004629	0.000959	0.001120

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
NaturalGas Mitigated	0.0338	0.3073	0.2581	1.8400e-003		0.0234	0.0234		0.0234	0.0234		368.7349	368.7349	7.0700e-003	6.7600e-003	370.9261
NaturalGas Unmitigated	0.0480	0.4362	0.3664	2.6200e-003		0.0332	0.0332		0.0332	0.0332		523.4488	523.4488	0.0100	9.6000e-003	526.5594

5.2 Energy by Land Use - NaturalGas

Unmitigated

Land Use	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	kBTU/yr	lb/day										lb/day					
Unrefrigerated Warehouse-No Rail	1112.33	0.0120	0.1091	0.0916	6.5000e-004		8.2900e-003	8.2900e-003		8.2900e-003	8.2900e-003		130.8622	130.8622	2.5100e-003	2.4000e-003	131.6399
Unrefrigerated Warehouse-No Rail	3336.99	0.0360	0.3272	0.2748	1.9600e-003		0.0249	0.0249		0.0249	0.0249		392.5866	392.5866	7.5200e-003	7.2000e-003	394.9196
Total		**0.0480**	**0.4362**	**0.3664**	**2.6100e-003**		**0.0332**	**0.0332**		**0.0332**	**0.0332**		**523.4488**	**523.4488**	**0.0100**	**9.6000e-003**	**526.5594**

Mitigated

Land Use	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	kBTU/yr	lb/day										lb/day					

Unrefrigerated Warehouse-No Rail	0.783562	8.4500e-003	0.0768	0.0645	4.6000e-004		5.8400e-003	5.8400e-003		5.8400e-003	5.8400e-003		92.1837	92.1837	1.7700e-003	1.6900e-003	92.7315
Unrefrigerated Warehouse-No Rail	2.35068	0.0254	0.2305	0.1936	1.3800e-003		0.0175	0.0175		0.0175	0.0175		276.5512	276.5512	5.3000e-003	5.0700e-003	278.1946
Total		**0.0338**	**0.3073**	**0.2581**	**1.8400e-003**		**0.0234**	**0.0234**		**0.0234**	**0.0234**		**368.7349**	**368.7349**	**7.0700e-003**	**6.7600e-003**	**370.9261**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868
Unmitigated	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.0318					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	15.8400					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000

Landscaping	7.7300e-003	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868
Total	**17.8795**	**7.6000e-004**	**0.0822**	**1.0000e-005**		**2.9000e-004**	**2.9000e-004**		**2.9000e-004**	**2.9000e-004**		**0.1751**	**0.1751**	**4.7000e-004**		**0.1868**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.0318					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	15.8400					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.7300e-003	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868
Total	**17.8795**	**7.6000e-004**	**0.0822**	**1.0000e-005**		**2.9000e-004**	**2.9000e-004**		**2.9000e-004**	**2.9000e-004**		**0.1751**	**0.1751**	**4.7000e-004**		**0.1868**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Forklifts	8	8.00	260	89	0.20	Electrical

UnMitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day										lb/day					
Forklifts	1.1521	10.3800	9.4421	0.0122		0.7733	0.7733		0.7115	0.7115		1,184.2466	1,184.2466	0.3830		1,193.8219
Total	**1.1521**	**10.3800**	**9.4421**	**0.0122**		**0.7733**	**0.7733**		**0.7115**	**0.7115**		**1,184.2466**	**1,184.2466**	**0.3830**		**1,193.8219**

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Fire Pump	2	3	100	500	0.73	Diesel
Emergency Generator	2	3	100	1000	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day										lb/day					
Emergency Generator - Diesel (750 - 9999 HP)	9.8451	44.0325	25.1062	0.0473		1.4484	1.4484		1.4484	1.4484		5,037.0847	5,037.0847	0.7062		5,054.7398
Fire Pump - Diesel (300 - 600 HP)	4.9226	13.7602	12.5531	0.0237		0.7242	0.7242		0.7242	0.7242		2,518.5424	2,518.5424	0.3531		2,527.3699
Total	**14.7676**	**57.7926**	**37.6594**	**0.0710**		**2.1727**	**2.1727**		**2.1727**	**2.1727**		**7,555.6271**	**7,555.6271**	**1.0593**		**7,582.1097**

11.0 Vegetation

HFCP - Proposed Project - Logistics ITE10th Rates

Riverside-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	200.00	1000sqft	4.59	200,000.00	0
Unrefrigerated Warehouse-No Rail	600.00	1000sqft	13.77	600,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
Climate Zone	10			**Operational Year**	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - operational only run

Vehicle Trips - ITE 10th Trip Rates

Energy Use -

Mobile Land Use Mitigation -

Mobile Commute Mitigation - Trip reduction program, transit incentives, shuttles, ride sharing per MM AQ-5

Area Mitigation -

Energy Mitigation - Reduced energy per updated Title 24, MM AQ-4 Energy Star Appliances, MM AQ-9 LEED

Water Mitigation -

Waste Mitigation - MM AQ-8 Solid Waste Diversion

Fleet Mix - Per DEIR, fleet mix, HHD = 34.39%, MHD = 13.17%, LDH2=6.44%, Passenger = 46%

Operational Off-Road Equipment - equipment

Stationary Sources - Emergency Generators and Fire Pumps -

Vehicle Emission Factors - Updated with EMFAC 2017

Vehicle Emission Factors - Updated with EMFAC 2017

Vehicle Emission Factors - Updated with EMFAC 2017

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblFleetMix	HHD	0.07	0.34
tblFleetMix	LDA	0.54	0.09
tblFleetMix	LHD2	5.3390e-003	0.06
tblFleetMix	MHD	0.02	0.13
tblOperationalOffRoadEquipment	OperFuelType	Diesel	Electrical
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	8.00
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	500.00
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	1,000.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	3.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	3.00
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	100.00
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	100.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	2.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	2.00
tblVehicleEF	HHD	1.50	0.22

tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.11	0.00
tblVehicleEF	HHD	3.46	57.15
tblVehicleEF	HHD	0.46	0.49
tblVehicleEF	HHD	1.51	1.5810e-003
tblVehicleEF	HHD	6,555.40	11,402.12
tblVehicleEF	HHD	1,477.34	1,404.21
tblVehicleEF	HHD	4.68	0.01
tblVehicleEF	HHD	27.96	62.45
tblVehicleEF	HHD	3.07	3.84
tblVehicleEF	HHD	20.33	1.89
tblVehicleEF	HHD	0.02	0.12
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.07
tblVehicleEF	HHD	4.0000e-005	0.00
tblVehicleEF	HHD	0.02	0.12
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8710e-003	8.8120e-003
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	3.7000e-005	0.00
tblVehicleEF	HHD	9.2000e-005	2.6000e-005
tblVehicleEF	HHD	2.7720e-003	4.5000e-005
tblVehicleEF	HHD	0.90	4.69
tblVehicleEF	HHD	5.1000e-005	1.6000e-005
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	1.9500e-004	2.3800e-004
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	0.06	0.11
tblVehicleEF	HHD	0.01	0.01

tblVehicleEF	HHD	7.2000e-005	0.00
tblVehicleEF	HHD	9.2000e-005	2.6000e-005
tblVehicleEF	HHD	2.7720e-003	4.5000e-005
tblVehicleEF	HHD	1.03	5.34
tblVehicleEF	HHD	5.1000e-005	1.6000e-005
tblVehicleEF	HHD	0.11	0.14
tblVehicleEF	HHD	1.9500e-004	2.3800e-004
tblVehicleEF	HHD	0.06	0.00
tblVehicleEF	HHD	1.42	0.23
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.11	0.00
tblVehicleEF	HHD	2.53	55.60
tblVehicleEF	HHD	0.46	0.49
tblVehicleEF	HHD	1.43	1.4920e-003
tblVehicleEF	HHD	6,940.41	11,398.05
tblVehicleEF	HHD	1,477.34	1,404.21
tblVehicleEF	HHD	4.68	0.01
tblVehicleEF	HHD	28.85	60.97
tblVehicleEF	HHD	2.90	3.63
tblVehicleEF	HHD	20.32	1.89
tblVehicleEF	HHD	0.02	0.12
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.07
tblVehicleEF	HHD	4.0000e-005	0.00
tblVehicleEF	HHD	0.01	0.11
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8710e-003	8.8120e-003
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	3.7000e-005	0.00

tblVehicleEF	HHD	1.7900e-004	4.9000e-005
tblVehicleEF	HHD	3.1980e-003	5.0000e-005
tblVehicleEF	HHD	0.84	4.86
tblVehicleEF	HHD	1.0100e-004	3.3000e-005
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	2.0100e-004	2.4400e-004
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	7.1000e-005	0.00
tblVehicleEF	HHD	1.7900e-004	4.9000e-005
tblVehicleEF	HHD	3.1980e-003	5.0000e-005
tblVehicleEF	HHD	0.97	5.54
tblVehicleEF	HHD	1.0100e-004	3.3000e-005
tblVehicleEF	HHD	0.11	0.14
tblVehicleEF	HHD	2.0100e-004	2.4400e-004
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	1.62	0.21
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.11	0.00
tblVehicleEF	HHD	4.76	59.28
tblVehicleEF	HHD	0.46	0.49
tblVehicleEF	HHD	1.51	1.5640e-003
tblVehicleEF	HHD	6,023.73	11,407.74
tblVehicleEF	HHD	1,477.34	1,404.21
tblVehicleEF	HHD	4.68	0.01
tblVehicleEF	HHD	26.74	64.48
tblVehicleEF	HHD	3.05	3.79
tblVehicleEF	HHD	20.33	1.89
tblVehicleEF	HHD	0.02	0.13

tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.07
tblVehicleEF	HHD	4.0000e-005	0.00
tblVehicleEF	HHD	0.02	0.13
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8710e-003	8.8120e-003
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	3.7000e-005	0.00
tblVehicleEF	HHD	7.4000e-005	2.7000e-005
tblVehicleEF	HHD	2.9910e-003	5.1000e-005
tblVehicleEF	HHD	0.96	4.45
tblVehicleEF	HHD	4.5000e-005	1.7000e-005
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	2.0800e-004	2.5200e-004
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	0.06	0.11
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	7.2000e-005	0.00
tblVehicleEF	HHD	7.4000e-005	2.7000e-005
tblVehicleEF	HHD	2.9910e-003	5.1000e-005
tblVehicleEF	HHD	1.11	5.07
tblVehicleEF	HHD	4.5000e-005	1.7000e-005
tblVehicleEF	HHD	0.11	0.14
tblVehicleEF	HHD	2.0800e-004	2.5200e-004
tblVehicleEF	HHD	0.06	0.00
tblVehicleEF	LDA	4.4730e-003	2.7930e-003
tblVehicleEF	LDA	6.2970e-003	0.06
tblVehicleEF	LDA	0.62	0.71
tblVehicleEF	LDA	1.29	2.21

tblVehicleEF	LDA	266.01	270.87
tblVehicleEF	LDA	60.91	56.42
tblVehicleEF	LDA	0.05	0.05
tblVehicleEF	LDA	0.09	0.20
tblVehicleEF	LDA	1.6430e-003	1.5090e-003
tblVehicleEF	LDA	2.2790e-003	1.9920e-003
tblVehicleEF	LDA	1.5150e-003	1.3900e-003
tblVehicleEF	LDA	2.0950e-003	1.8320e-003
tblVehicleEF	LDA	0.06	0.30
tblVehicleEF	LDA	0.11	0.10
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.22
tblVehicleEF	LDA	0.08	0.25
tblVehicleEF	LDA	2.6640e-003	2.6800e-003
tblVehicleEF	LDA	6.3100e-004	5.5800e-004
tblVehicleEF	LDA	0.06	0.30
tblVehicleEF	LDA	0.11	0.10
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.22
tblVehicleEF	LDA	0.09	0.28
tblVehicleEF	LDA	5.0810e-003	3.1460e-003
tblVehicleEF	LDA	5.4700e-003	0.05
tblVehicleEF	LDA	0.76	0.85
tblVehicleEF	LDA	1.14	1.85
tblVehicleEF	LDA	289.77	292.94
tblVehicleEF	LDA	60.91	55.74
tblVehicleEF	LDA	0.05	0.04
tblVehicleEF	LDA	0.08	0.19

tblVehicleEF	LDA	1.6430e-003	1.5090e-003
tblVehicleEF	LDA	2.2790e-003	1.9920e-003
tblVehicleEF	LDA	1.5150e-003	1.3900e-003
tblVehicleEF	LDA	2.0950e-003	1.8320e-003
tblVehicleEF	LDA	0.11	0.56
tblVehicleEF	LDA	0.13	0.12
tblVehicleEF	LDA	0.08	0.44
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.21
tblVehicleEF	LDA	0.07	0.22
tblVehicleEF	LDA	2.9040e-003	2.8980e-003
tblVehicleEF	LDA	6.2800e-004	5.5200e-004
tblVehicleEF	LDA	0.11	0.56
tblVehicleEF	LDA	0.13	0.12
tblVehicleEF	LDA	0.08	0.44
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.21
tblVehicleEF	LDA	0.08	0.24
tblVehicleEF	LDA	4.3110e-003	2.7450e-003
tblVehicleEF	LDA	6.4670e-003	0.06
tblVehicleEF	LDA	0.58	0.68
tblVehicleEF	LDA	1.32	2.19
tblVehicleEF	LDA	259.39	267.14
tblVehicleEF	LDA	60.91	56.40
tblVehicleEF	LDA	0.05	0.04
tblVehicleEF	LDA	0.09	0.20
tblVehicleEF	LDA	1.6430e-003	1.5090e-003
tblVehicleEF	LDA	2.2790e-003	1.9920e-003
tblVehicleEF	LDA	1.5150e-003	1.3900e-003
tblVehicleEF	LDA	2.0950e-003	1.8320e-003

tblVehicleEF	LDA	0.05	0.30
tblVehicleEF	LDA	0.12	0.12
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.24
tblVehicleEF	LDA	0.09	0.25
tblVehicleEF	LDA	2.5980e-003	2.6430e-003
tblVehicleEF	LDA	6.3200e-004	5.5800e-004
tblVehicleEF	LDA	0.05	0.30
tblVehicleEF	LDA	0.12	0.12
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.24
tblVehicleEF	LDA	0.10	0.28
tblVehicleEF	LDT1	0.01	8.9240e-003
tblVehicleEF	LDT1	0.02	0.10
tblVehicleEF	LDT1	1.62	1.77
tblVehicleEF	LDT1	3.78	2.55
tblVehicleEF	LDT1	325.17	321.11
tblVehicleEF	LDT1	74.01	68.78
tblVehicleEF	LDT1	0.16	0.16
tblVehicleEF	LDT1	0.23	0.34
tblVehicleEF	LDT1	2.6810e-003	2.4860e-003
tblVehicleEF	LDT1	3.8960e-003	3.2230e-003
tblVehicleEF	LDT1	2.4680e-003	2.2880e-003
tblVehicleEF	LDT1	3.5830e-003	2.9630e-003
tblVehicleEF	LDT1	0.22	0.97
tblVehicleEF	LDT1	0.37	0.29
tblVehicleEF	LDT1	0.15	0.65
tblVehicleEF	LDT1	0.03	0.04

tblVehicleEF	LDT1	0.22	0.95
tblVehicleEF	LDT1	0.27	0.51
tblVehicleEF	LDT1	3.2720e-003	3.1780e-003
tblVehicleEF	LDT1	8.0700e-004	6.8100e-004
tblVehicleEF	LDT1	0.22	0.97
tblVehicleEF	LDT1	0.37	0.29
tblVehicleEF	LDT1	0.15	0.65
tblVehicleEF	LDT1	0.05	0.06
tblVehicleEF	LDT1	0.22	0.95
tblVehicleEF	LDT1	0.30	0.56
tblVehicleEF	LDT1	0.02	9.9410e-003
tblVehicleEF	LDT1	0.02	0.08
tblVehicleEF	LDT1	1.95	2.08
tblVehicleEF	LDT1	3.33	2.13
tblVehicleEF	LDT1	353.10	344.18
tblVehicleEF	LDT1	74.01	67.86
tblVehicleEF	LDT1	0.15	0.15
tblVehicleEF	LDT1	0.22	0.32
tblVehicleEF	LDT1	2.6810e-003	2.4860e-003
tblVehicleEF	LDT1	3.8960e-003	3.2230e-003
tblVehicleEF	LDT1	2.4680e-003	2.2880e-003
tblVehicleEF	LDT1	3.5830e-003	2.9630e-003
tblVehicleEF	LDT1	0.44	1.80
tblVehicleEF	LDT1	0.46	0.35
tblVehicleEF	LDT1	0.29	1.26
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.22	0.93
tblVehicleEF	LDT1	0.23	0.44
tblVehicleEF	LDT1	3.5570e-003	3.4060e-003
tblVehicleEF	LDT1	7.9900e-004	6.7200e-004

tblVehicleEF	LDT1	0.44	1.80
tblVehicleEF	LDT1	0.46	0.35
tblVehicleEF	LDT1	0.29	1.26
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.22	0.93
tblVehicleEF	LDT1	0.26	0.48
tblVehicleEF	LDT1	0.01	8.7780e-003
tblVehicleEF	LDT1	0.02	0.10
tblVehicleEF	LDT1	1.52	1.71
tblVehicleEF	LDT1	3.84	2.53
tblVehicleEF	LDT1	316.88	317.20
tblVehicleEF	LDT1	74.01	68.75
tblVehicleEF	LDT1	0.16	0.16
tblVehicleEF	LDT1	0.23	0.34
tblVehicleEF	LDT1	2.6810e-003	2.4860e-003
tblVehicleEF	LDT1	3.8960e-003	3.2230e-003
tblVehicleEF	LDT1	2.4680e-003	2.2880e-003
tblVehicleEF	LDT1	3.5830e-003	2.9630e-003
tblVehicleEF	LDT1	0.19	0.99
tblVehicleEF	LDT1	0.41	0.34
tblVehicleEF	LDT1	0.13	0.65
tblVehicleEF	LDT1	0.03	0.04
tblVehicleEF	LDT1	0.25	1.11
tblVehicleEF	LDT1	0.28	0.51
tblVehicleEF	LDT1	3.1880e-003	3.1390e-003
tblVehicleEF	LDT1	8.0800e-004	6.8000e-004
tblVehicleEF	LDT1	0.19	0.99
tblVehicleEF	LDT1	0.41	0.34
tblVehicleEF	LDT1	0.13	0.65
tblVehicleEF	LDT1	0.05	0.06

tblVehicleEF	LDT1	0.25	1.11
tblVehicleEF	LDT1	0.30	0.56
tblVehicleEF	LDT2	6.1110e-003	4.5190e-003
tblVehicleEF	LDT2	8.2750e-003	0.08
tblVehicleEF	LDT2	0.82	1.03
tblVehicleEF	LDT2	1.71	2.88
tblVehicleEF	LDT2	366.61	346.07
tblVehicleEF	LDT2	83.75	74.32
tblVehicleEF	LDT2	0.09	0.10
tblVehicleEF	LDT2	0.15	0.34
tblVehicleEF	LDT2	1.6030e-003	1.5600e-003
tblVehicleEF	LDT2	2.3200e-003	2.0380e-003
tblVehicleEF	LDT2	1.4740e-003	1.4360e-003
tblVehicleEF	LDT2	2.1330e-003	1.8740e-003
tblVehicleEF	LDT2	0.07	0.45
tblVehicleEF	LDT2	0.13	0.14
tblVehicleEF	LDT2	0.06	0.37
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.44
tblVehicleEF	LDT2	0.11	0.37
tblVehicleEF	LDT2	3.6730e-003	3.4240e-003
tblVehicleEF	LDT2	8.6600e-004	7.3500e-004
tblVehicleEF	LDT2	0.07	0.45
tblVehicleEF	LDT2	0.13	0.14
tblVehicleEF	LDT2	0.06	0.37
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.07	0.44
tblVehicleEF	LDT2	0.12	0.40
tblVehicleEF	LDT2	6.9350e-003	5.0670e-003
tblVehicleEF	LDT2	7.1890e-003	0.07

tblVehicleEF	LDT2	1.00	1.22
tblVehicleEF	LDT2	1.51	2.40
tblVehicleEF	LDT2	398.95	368.67
tblVehicleEF	LDT2	83.75	73.39
tblVehicleEF	LDT2	0.08	0.09
tblVehicleEF	LDT2	0.15	0.32
tblVehicleEF	LDT2	1.6030e-003	1.5600e-003
tblVehicleEF	LDT2	2.3200e-003	2.0380e-003
tblVehicleEF	LDT2	1.4740e-003	1.4360e-003
tblVehicleEF	LDT2	2.1330e-003	1.8740e-003
tblVehicleEF	LDT2	0.14	0.83
tblVehicleEF	LDT2	0.15	0.16
tblVehicleEF	LDT2	0.11	0.69
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.43
tblVehicleEF	LDT2	0.10	0.32
tblVehicleEF	LDT2	3.9980e-003	3.6480e-003
tblVehicleEF	LDT2	8.6300e-004	7.2600e-004
tblVehicleEF	LDT2	0.14	0.83
tblVehicleEF	LDT2	0.15	0.16
tblVehicleEF	LDT2	0.11	0.69
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.07	0.43
tblVehicleEF	LDT2	0.11	0.35
tblVehicleEF	LDT2	5.8750e-003	4.4430e-003
tblVehicleEF	LDT2	8.5090e-003	0.08
tblVehicleEF	LDT2	0.76	0.99
tblVehicleEF	LDT2	1.74	2.86
tblVehicleEF	LDT2	356.95	342.25
tblVehicleEF	LDT2	83.75	74.28

tblVehicleEF	LDT2	0.08	0.09
tblVehicleEF	LDT2	0.15	0.34
tblVehicleEF	LDT2	1.6030e-003	1.5600e-003
tblVehicleEF	LDT2	2.3200e-003	2.0380e-003
tblVehicleEF	LDT2	1.4740e-003	1.4360e-003
tblVehicleEF	LDT2	2.1330e-003	1.8740e-003
tblVehicleEF	LDT2	0.06	0.44
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.05	0.37
tblVehicleEF	LDT2	0.01	0.02
tblVehicleEF	LDT2	0.08	0.51
tblVehicleEF	LDT2	0.11	0.37
tblVehicleEF	LDT2	3.5750e-003	3.3860e-003
tblVehicleEF	LDT2	8.6700e-004	7.3500e-004
tblVehicleEF	LDT2	0.06	0.44
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.05	0.37
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.08	0.51
tblVehicleEF	LDT2	0.13	0.40
tblVehicleEF	LHD1	5.6490e-003	0.07
tblVehicleEF	LHD1	0.01	5.8570e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.15	2.30
tblVehicleEF	LHD1	1.03	0.81
tblVehicleEF	LHD1	2.54	0.88
tblVehicleEF	LHD1	9.27	131.32
tblVehicleEF	LHD1	612.92	640.47
tblVehicleEF	LHD1	30.90	9.43
tblVehicleEF	LHD1	0.09	1.25

tblVehicleEF	LHD1	2.35	1.83
tblVehicleEF	LHD1	1.02	0.28
tblVehicleEF	LHD1	9.6900e-004	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.2500e-004	2.2200e-004
tblVehicleEF	LHD1	9.2700e-004	0.01
tblVehicleEF	LHD1	2.5280e-003	2.5110e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.5100e-004	2.0500e-004
tblVehicleEF	LHD1	3.9460e-003	0.04
tblVehicleEF	LHD1	0.10	0.07
tblVehicleEF	LHD1	0.02	0.28
tblVehicleEF	LHD1	1.9130e-003	0.02
tblVehicleEF	LHD1	0.08	0.07
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.28	0.07
tblVehicleEF	LHD1	9.3000e-005	1.2680e-003
tblVehicleEF	LHD1	6.0140e-003	6.2270e-003
tblVehicleEF	LHD1	3.5800e-004	9.3000e-005
tblVehicleEF	LHD1	3.9460e-003	0.04
tblVehicleEF	LHD1	0.10	0.07
tblVehicleEF	LHD1	0.02	0.40
tblVehicleEF	LHD1	1.9130e-003	0.02
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.30	0.08
tblVehicleEF	LHD1	5.6490e-003	0.07
tblVehicleEF	LHD1	0.01	5.9510e-003
tblVehicleEF	LHD1	0.02	0.01

tblVehicleEF	LHD1	0.15	2.30
tblVehicleEF	LHD1	1.05	0.82
tblVehicleEF	LHD1	2.42	0.84
tblVehicleEF	LHD1	9.27	131.32
tblVehicleEF	LHD1	612.92	640.49
tblVehicleEF	LHD1	30.90	9.34
tblVehicleEF	LHD1	0.09	1.25
tblVehicleEF	LHD1	2.21	1.72
tblVehicleEF	LHD1	0.98	0.27
tblVehicleEF	LHD1	9.6900e-004	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.2500e-004	2.2200e-004
tblVehicleEF	LHD1	9.2700e-004	0.01
tblVehicleEF	LHD1	2.5280e-003	2.5110e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.5100e-004	2.0500e-004
tblVehicleEF	LHD1	7.3960e-003	0.07
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.02	0.28
tblVehicleEF	LHD1	3.6890e-003	0.04
tblVehicleEF	LHD1	0.08	0.07
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.27	0.07
tblVehicleEF	LHD1	9.3000e-005	1.2680e-003
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tblVehicleEF	LHD1	7.3960e-003	0.07
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.02	0.40

tblVehicleEF	LHD1	3.6890e-003	0.04
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.29	0.08
tblVehicleEF	LHD1	5.6490e-003	0.07
tblVehicleEF	LHD1	0.01	5.8660e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.15	2.30
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tblVehicleEF	LHD1	612.92	640.47
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tblVehicleEF	LHD1	1.01	0.28
tblVehicleEF	LHD1	9.6900e-004	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.2500e-004	2.2200e-004
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tblVehicleEF	LHD1	2.5280e-003	2.5110e-003
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tblVehicleEF	LHD1	8.5100e-004	2.0500e-004
tblVehicleEF	LHD1	3.5540e-003	0.04
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.02	0.28
tblVehicleEF	LHD1	1.7480e-003	0.02
tblVehicleEF	LHD1	0.08	0.07
tblVehicleEF	LHD1	0.33	0.48

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tblVehicleEF	LHD1	3.5540e-003	0.04
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.02	0.40
tblVehicleEF	LHD1	1.7480e-003	0.02
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.33	0.48
tblVehicleEF	LHD1	0.30	0.08
tblVehicleEF	LHD2	3.8330e-003	0.04
tblVehicleEF	LHD2	5.1000e-003	4.0970e-003
tblVehicleEF	LHD2	9.1950e-003	7.3890e-003
tblVehicleEF	LHD2	0.12	1.66
tblVehicleEF	LHD2	0.56	0.56
tblVehicleEF	LHD2	1.23	0.45
tblVehicleEF	LHD2	14.53	202.06
tblVehicleEF	LHD2	609.83	634.08
tblVehicleEF	LHD2	23.90	5.72
tblVehicleEF	LHD2	0.12	1.79
tblVehicleEF	LHD2	1.94	2.00
tblVehicleEF	LHD2	0.56	0.15
tblVehicleEF	LHD2	1.3510e-003	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	4.1000e-004	9.4000e-005
tblVehicleEF	LHD2	1.2930e-003	0.02
tblVehicleEF	LHD2	2.6930e-003	2.7370e-003
tblVehicleEF	LHD2	0.01	0.01

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tblVehicleEF	LHD2	1.5990e-003	0.02
tblVehicleEF	LHD2	0.04	0.03
tblVehicleEF	LHD2	0.01	0.20
tblVehicleEF	LHD2	8.1500e-004	8.4590e-003
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.12	0.04
tblVehicleEF	LHD2	1.4200e-004	1.9270e-003
tblVehicleEF	LHD2	5.9300e-003	6.1000e-003
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tblVehicleEF	LHD2	1.5990e-003	0.02
tblVehicleEF	LHD2	0.04	0.03
tblVehicleEF	LHD2	0.02	0.27
tblVehicleEF	LHD2	8.1500e-004	8.4590e-003
tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.14	0.04
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tblVehicleEF	LHD2	5.1600e-003	4.1300e-003
tblVehicleEF	LHD2	8.8690e-003	7.1060e-003
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tblVehicleEF	LHD2	609.83	634.09
tblVehicleEF	LHD2	23.90	5.68
tblVehicleEF	LHD2	0.12	1.79
tblVehicleEF	LHD2	1.83	1.89
tblVehicleEF	LHD2	0.54	0.14

tblVehicleEF	LHD2	1.3510e-003	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	4.1000e-004	9.4000e-005
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tblVehicleEF	LHD2	2.6930e-003	2.7370e-003
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tblVehicleEF	LHD2	0.05	0.04
tblVehicleEF	LHD2	0.01	0.20
tblVehicleEF	LHD2	1.5540e-003	0.02
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.12	0.03
tblVehicleEF	LHD2	1.4200e-004	1.9270e-003
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tblVehicleEF	LHD2	3.0260e-003	0.03
tblVehicleEF	LHD2	0.05	0.04
tblVehicleEF	LHD2	0.02	0.27
tblVehicleEF	LHD2	1.5540e-003	0.02
tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.13	0.04
tblVehicleEF	LHD2	3.8330e-003	0.04
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tblVehicleEF	LHD2	9.2490e-003	7.3380e-003
tblVehicleEF	LHD2	0.12	1.66
tblVehicleEF	LHD2	0.56	0.56

tblVehicleEF	LHD2	1.24	0.45
tblVehicleEF	LHD2	14.53	202.06
tblVehicleEF	LHD2	609.83	634.08
tblVehicleEF	LHD2	23.90	5.72
tblVehicleEF	LHD2	0.12	1.79
tblVehicleEF	LHD2	1.92	1.97
tblVehicleEF	LHD2	0.56	0.15
tblVehicleEF	LHD2	1.3510e-003	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	4.1000e-004	9.4000e-005
tblVehicleEF	LHD2	1.2930e-003	0.02
tblVehicleEF	LHD2	2.6930e-003	2.7370e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.7700e-004	8.7000e-005
tblVehicleEF	LHD2	1.2860e-003	0.02
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.01	0.20
tblVehicleEF	LHD2	6.9100e-004	8.8280e-003
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.10	0.21
tblVehicleEF	LHD2	0.12	0.04
tblVehicleEF	LHD2	1.4200e-004	1.9270e-003
tblVehicleEF	LHD2	5.9300e-003	6.1000e-003
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tblVehicleEF	LHD2	1.2860e-003	0.02
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.02	0.27
tblVehicleEF	LHD2	6.9100e-004	8.8280e-003
tblVehicleEF	LHD2	0.07	0.08

tblVehicleEF	LHD2	0.10	0.21
tblVehicleEF	LHD2	0.14	0.04
tblVehicleEF	MCY	0.41	0.32
tblVehicleEF	MCY	0.15	0.25
tblVehicleEF	MCY	19.93	19.76
tblVehicleEF	MCY	9.66	8.58
tblVehicleEF	MCY	164.88	207.31
tblVehicleEF	MCY	46.70	61.27
tblVehicleEF	MCY	1.13	1.13
tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	1.7160e-003	1.6670e-003
tblVehicleEF	MCY	3.4600e-003	2.9080e-003
tblVehicleEF	MCY	1.6070e-003	1.5620e-003
tblVehicleEF	MCY	3.2650e-003	2.7430e-003
tblVehicleEF	MCY	1.68	2.82
tblVehicleEF	MCY	0.86	0.79
tblVehicleEF	MCY	0.93	1.51
tblVehicleEF	MCY	2.17	2.17
tblVehicleEF	MCY	0.58	1.92
tblVehicleEF	MCY	2.09	1.86
tblVehicleEF	MCY	2.0370e-003	2.0520e-003
tblVehicleEF	MCY	6.8600e-004	6.0600e-004
tblVehicleEF	MCY	1.68	2.82
tblVehicleEF	MCY	0.86	0.79
tblVehicleEF	MCY	0.93	1.51
tblVehicleEF	MCY	2.66	2.66
tblVehicleEF	MCY	0.58	1.92
tblVehicleEF	MCY	2.27	2.02
tblVehicleEF	MCY	0.41	0.31
tblVehicleEF	MCY	0.14	0.22

tblVehicleEF	MCY	20.66	19.72
tblVehicleEF	MCY	9.11	7.89
tblVehicleEF	MCY	164.88	207.06
tblVehicleEF	MCY	46.70	59.40
tblVehicleEF	MCY	0.98	0.98
tblVehicleEF	MCY	0.29	0.25
tblVehicleEF	MCY	1.7160e-003	1.6670e-003
tblVehicleEF	MCY	3.4600e-003	2.9080e-003
tblVehicleEF	MCY	1.6070e-003	1.5620e-003
tblVehicleEF	MCY	3.2650e-003	2.7430e-003
tblVehicleEF	MCY	3.35	5.42
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tblVehicleEF	MCY	2.10	3.43
tblVehicleEF	MCY	2.15	2.12
tblVehicleEF	MCY	0.58	1.89
tblVehicleEF	MCY	1.87	1.63
tblVehicleEF	MCY	2.0470e-003	2.0490e-003
tblVehicleEF	MCY	6.7100e-004	5.8800e-004
tblVehicleEF	MCY	3.35	5.42
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tblVehicleEF	MCY	2.10	3.43
tblVehicleEF	MCY	2.63	2.60
tblVehicleEF	MCY	0.58	1.89
tblVehicleEF	MCY	2.03	1.77
tblVehicleEF	MCY	0.41	0.32
tblVehicleEF	MCY	0.15	0.24
tblVehicleEF	MCY	19.43	19.16
tblVehicleEF	MCY	9.60	8.36
tblVehicleEF	MCY	164.88	206.28
tblVehicleEF	MCY	46.70	60.77

tblVehicleEF	MCY	1.13	1.10
tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	1.7160e-003	1.6670e-003
tblVehicleEF	MCY	3.4600e-003	2.9080e-003
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tblVehicleEF	MCY	1.60	3.24
tblVehicleEF	MCY	1.06	1.05
tblVehicleEF	MCY	0.75	1.52
tblVehicleEF	MCY	2.17	2.15
tblVehicleEF	MCY	0.66	2.19
tblVehicleEF	MCY	2.10	1.82
tblVehicleEF	MCY	2.0290e-003	2.0410e-003
tblVehicleEF	MCY	6.8600e-004	6.0100e-004
tblVehicleEF	MCY	1.60	3.24
tblVehicleEF	MCY	1.06	1.05
tblVehicleEF	MCY	0.75	1.52
tblVehicleEF	MCY	2.66	2.63
tblVehicleEF	MCY	0.66	2.19
tblVehicleEF	MCY	2.28	1.98
tblVehicleEF	MDV	0.01	6.2680e-003
tblVehicleEF	MDV	0.02	0.10
tblVehicleEF	MDV	1.58	1.28
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tblVehicleEF	MDV	501.88	430.06
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tblVehicleEF	MDV	0.19	0.13
tblVehicleEF	MDV	0.34	0.43
tblVehicleEF	MDV	1.7360e-003	1.6260e-003
tblVehicleEF	MDV	2.5110e-003	2.1290e-003

tblVehicleEF	MDV	1.6010e-003	1.5010e-003
tblVehicleEF	MDV	2.3110e-003	1.9590e-003
tblVehicleEF	MDV	0.11	0.51
tblVehicleEF	MDV	0.21	0.17
tblVehicleEF	MDV	0.09	0.44
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.11	0.49
tblVehicleEF	MDV	0.27	0.49
tblVehicleEF	MDV	5.0330e-003	4.2520e-003
tblVehicleEF	MDV	1.1890e-003	9.0600e-004
tblVehicleEF	MDV	0.11	0.51
tblVehicleEF	MDV	0.21	0.17
tblVehicleEF	MDV	0.09	0.44
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.11	0.49
tblVehicleEF	MDV	0.30	0.54
tblVehicleEF	MDV	0.02	6.9690e-003
tblVehicleEF	MDV	0.02	0.09
tblVehicleEF	MDV	1.91	1.51
tblVehicleEF	MDV	3.08	2.90
tblVehicleEF	MDV	544.80	454.20
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tblVehicleEF	MDV	0.18	0.12
tblVehicleEF	MDV	0.33	0.40
tblVehicleEF	MDV	1.7360e-003	1.6260e-003
tblVehicleEF	MDV	2.5110e-003	2.1290e-003
tblVehicleEF	MDV	1.6010e-003	1.5010e-003
tblVehicleEF	MDV	2.3110e-003	1.9590e-003
tblVehicleEF	MDV	0.22	0.95
tblVehicleEF	MDV	0.24	0.19

tblVehicleEF	MDV	0.17	0.82
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.11	0.48
tblVehicleEF	MDV	0.24	0.42
tblVehicleEF	MDV	5.4670e-003	4.4910e-003
tblVehicleEF	MDV	1.1820e-003	8.9500e-004
tblVehicleEF	MDV	0.22	0.95
tblVehicleEF	MDV	0.24	0.19
tblVehicleEF	MDV	0.17	0.82
tblVehicleEF	MDV	0.06	0.04
tblVehicleEF	MDV	0.11	0.48
tblVehicleEF	MDV	0.26	0.46
tblVehicleEF	MDV	0.01	6.1580e-003
tblVehicleEF	MDV	0.02	0.10
tblVehicleEF	MDV	1.48	1.23
tblVehicleEF	MDV	3.54	3.44
tblVehicleEF	MDV	489.12	425.98
tblVehicleEF	MDV	112.78	91.50
tblVehicleEF	MDV	0.18	0.13
tblVehicleEF	MDV	0.34	0.42
tblVehicleEF	MDV	1.7360e-003	1.6260e-003
tblVehicleEF	MDV	2.5110e-003	2.1290e-003
tblVehicleEF	MDV	1.6010e-003	1.5010e-003
tblVehicleEF	MDV	2.3110e-003	1.9590e-003
tblVehicleEF	MDV	0.09	0.49
tblVehicleEF	MDV	0.22	0.18
tblVehicleEF	MDV	0.08	0.45
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.13	0.56
tblVehicleEF	MDV	0.28	0.49

tblVehicleEF	MDV	4.9040e-003	4.2120e-003
tblVehicleEF	MDV	1.1910e-003	9.0500e-004
tblVehicleEF	MDV	0.09	0.49
tblVehicleEF	MDV	0.22	0.18
tblVehicleEF	MDV	0.08	0.45
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.13	0.56
tblVehicleEF	MDV	0.31	0.54
tblVehicleEF	MH	0.03	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.14	1.60
tblVehicleEF	MH	6.37	2.20
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tblVehicleEF	MH	1.76	1.66
tblVehicleEF	MH	0.89	0.23
tblVehicleEF	MH	0.13	0.13
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.05	0.04
tblVehicleEF	MH	1.2480e-003	2.7100e-004
tblVehicleEF	MH	3.2450e-003	3.2810e-003
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.1520e-003	2.4900e-004
tblVehicleEF	MH	1.64	0.12
tblVehicleEF	MH	0.09	0.07
tblVehicleEF	MH	0.56	0.04
tblVehicleEF	MH	0.11	0.07
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.39	0.10
tblVehicleEF	MH	9.9900e-003	0.01

tblVehicleEF	MH	7.0000e-004	1.9000e-004
tblVehicleEF	MH	1.64	0.12
tblVehicleEF	MH	0.09	0.07
tblVehicleEF	MH	0.56	0.04
tblVehicleEF	MH	0.15	0.09
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.42	0.11
tblVehicleEF	MH	0.03	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.24	1.64
tblVehicleEF	MH	5.95	2.05
tblVehicleEF	MH	1,005.77	1,483.09
tblVehicleEF	MH	58.82	18.96
tblVehicleEF	MH	1.63	1.54
tblVehicleEF	MH	0.86	0.22
tblVehicleEF	MH	0.13	0.13
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.05	0.04
tblVehicleEF	MH	1.2480e-003	2.7100e-004
tblVehicleEF	MH	3.2450e-003	3.2810e-003
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.1520e-003	2.4900e-004
tblVehicleEF	MH	3.01	0.21
tblVehicleEF	MH	0.10	0.08
tblVehicleEF	MH	1.11	0.08
tblVehicleEF	MH	0.11	0.07
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.37	0.10
tblVehicleEF	MH	9.9910e-003	0.01
tblVehicleEF	MH	6.9300e-004	1.8800e-004

tblVehicleEF	MH	3.01	0.21
tblVehicleEF	MH	0.10	0.08
tblVehicleEF	MH	1.11	0.08
tblVehicleEF	MH	0.15	0.09
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.40	0.11
tblVehicleEF	MH	0.03	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.12	1.60
tblVehicleEF	MH	6.40	2.20
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tblVehicleEF	MH	58.82	19.21
tblVehicleEF	MH	1.74	1.62
tblVehicleEF	MH	0.89	0.23
tblVehicleEF	MH	0.13	0.13
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.05	0.04
tblVehicleEF	MH	1.2480e-003	2.7100e-004
tblVehicleEF	MH	3.2450e-003	3.2810e-003
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.1520e-003	2.4900e-004
tblVehicleEF	MH	1.67	0.14
tblVehicleEF	MH	0.11	0.09
tblVehicleEF	MH	0.55	0.05
tblVehicleEF	MH	0.11	0.07
tblVehicleEF	MH	0.03	1.64
tblVehicleEF	MH	0.39	0.10
tblVehicleEF	MH	9.9890e-003	0.01
tblVehicleEF	MH	7.0000e-004	1.9000e-004
tblVehicleEF	MH	1.67	0.14

tblVehicleEF	MH	0.11	0.09
tblVehicleEF	MH	0.55	0.05
tblVehicleEF	MH	0.15	0.09
tblVehicleEF	MH	0.03	1.64
tblVehicleEF	MH	0.42	0.11
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tblVehicleEF	MHD	11.65	1.14
tblVehicleEF	MHD	3.7720e-003	0.03
tblVehicleEF	MHD	0.06	0.10
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tblVehicleEF	MHD	3.6080e-003	0.03
tblVehicleEF	MHD	0.05	0.10
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tblVehicleEF	MHD	1.8750e-003	3.9160e-003
tblVehicleEF	MHD	0.05	6.3490e-003
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tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.40	0.02

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tblVehicleEF	MHD	6.6700e-004	2.6000e-005
tblVehicleEF	MHD	1.8750e-003	3.9160e-003
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tblVehicleEF	MHD	0.05	0.24
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tblVehicleEF	MHD	3.1790e-003	0.03
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tblVehicleEF	MHD	3.0420e-003	0.03
tblVehicleEF	MHD	0.05	0.10
tblVehicleEF	MHD	7.5200e-004	3.0000e-005
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tblVehicleEF	MHD	0.06	7.2690e-003

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tblVehicleEF	MHD	0.07	0.14
tblVehicleEF	MHD	0.02	0.03
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tblVehicleEF	MHD	6.6100e-004	2.6000e-005
tblVehicleEF	MHD	3.6340e-003	7.0900e-003
tblVehicleEF	MHD	0.06	7.2690e-003
tblVehicleEF	MHD	0.04	0.23
tblVehicleEF	MHD	1.7950e-003	4.0620e-003
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tblVehicleEF	MHD	0.02	0.03
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tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	6.0850e-003	7.1100e-003
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tblVehicleEF	MHD	0.06	0.10
tblVehicleEF	MHD	8.1800e-004	3.3000e-005

tblVehicleEF	MHD	4.3910e-003	0.04
tblVehicleEF	MHD	0.05	0.10
tblVehicleEF	MHD	7.5200e-004	3.0000e-005
tblVehicleEF	MHD	1.4650e-003	4.2490e-003
tblVehicleEF	MHD	0.05	7.1500e-003
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tblVehicleEF	MHD	7.2400e-004	2.1530e-003
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tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	1.00
tblVehicleEF	OBUS	9.4600e-004	0.01
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tblVehicleEF	OBUS	0.13	0.13
tblVehicleEF	OBUS	7.1510e-003	0.06
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tblVehicleEF	OBUS	0.05	1.25

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tblVehicleEF	OBUS	0.05	0.19

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tblVehicleEF	UBUS	0.13	0.01
tblVehicleEF	UBUS	5.4970e-003	3.2120e-003
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tblVehicleEF	UBUS	1.28	0.09

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tblVehicleEF	UBUS	5.4970e-003	3.2120e-003
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tblVehicleEF	UBUS	5.09	0.29
tblVehicleEF	UBUS	12.44	0.23
tblVehicleEF	UBUS	0.50	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.06	2.1590e-003
tblVehicleEF	UBUS	1.6630e-003	2.1700e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.0570e-003
tblVehicleEF	UBUS	0.06	2.0460e-003
tblVehicleEF	UBUS	1.5380e-003	1.9900e-004
tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	0.17	0.01
tblVehicleEF	UBUS	0.01	6.7530e-003
tblVehicleEF	UBUS	0.65	0.05
tblVehicleEF	UBUS	0.03	0.05
tblVehicleEF	UBUS	1.17	0.09

tblVehicleEF	UBUS	0.01	6.3870e-003
tblVehicleEF	UBUS	1.8170e-003	2.3600e-004
tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	0.17	0.01
tblVehicleEF	UBUS	0.01	6.7530e-003
tblVehicleEF	UBUS	2.31	3.11
tblVehicleEF	UBUS	0.03	0.05
tblVehicleEF	UBUS	1.28	0.09
tblVehicleEF	UBUS	1.60	3.04
tblVehicleEF	UBUS	0.10	0.02
tblVehicleEF	UBUS	10.37	23.58
tblVehicleEF	UBUS	16.61	2.01
tblVehicleEF	UBUS	1,836.48	1,641.57
tblVehicleEF	UBUS	155.92	24.32
tblVehicleEF	UBUS	5.42	0.29
tblVehicleEF	UBUS	12.54	0.24
tblVehicleEF	UBUS	0.50	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.06	2.1590e-003
tblVehicleEF	UBUS	1.6630e-003	2.1700e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.0570e-003
tblVehicleEF	UBUS	0.06	2.0460e-003
tblVehicleEF	UBUS	1.5380e-003	1.9900e-004
tblVehicleEF	UBUS	0.01	6.0360e-003
tblVehicleEF	UBUS	0.16	0.01
tblVehicleEF	UBUS	4.7660e-003	3.4290e-003
tblVehicleEF	UBUS	0.64	0.05
tblVehicleEF	UBUS	0.03	0.06
tblVehicleEF	UBUS	1.29	0.09

tblVehicleEF	UBUS	0.01	6.3860e-003
tblVehicleEF	UBUS	1.8600e-003	2.4100e-004
tblVehicleEF	UBUS	0.01	6.0360e-003
tblVehicleEF	UBUS	0.16	0.01
tblVehicleEF	UBUS	4.7660e-003	3.4290e-003
tblVehicleEF	UBUS	2.30	3.11
tblVehicleEF	UBUS	0.03	0.06
tblVehicleEF	UBUS	1.42	0.10
tblVehicleTrips	ST_TR	1.68	1.40
tblVehicleTrips	SU_TR	1.68	1.40
tblVehicleTrips	WD_TR	1.68	1.40

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868
Energy	0.0480	0.4362	0.3664	2.6200e-003		0.0332	0.0332		0.0332	0.0332		523.4488	523.4488	0.0100	9.6000e-003	526.5594
Mobile	8.5105	115.8620	81.1366	0.3225	11.0515	1.2502	12.3017	3.0459	1.1953	4.2412		34,055.4363	34,055.4363	0.8024		34,075.4953
Offroad	1.1521	10.3800	9.4421	0.0122		0.7733	0.7733		0.7115	0.7115		1,184.2466	1,184.2466	0.3830		1,193.8219
Stationary	14.7676	57.7926	37.6594	0.0710		2.1727	2.1727		2.1727	2.1727		7,555.6271	7,555.6271	1.0593		7,582.1097
Total	**42.3577**	**184.4717**	**128.6866**	**0.4083**	**11.0515**	**4.2296**	**15.2811**	**3.0459**	**4.1128**	**7.1588**		**43,318.9339**	**43,318.9339**	**2.2552**	**9.6000e-003**	**43,378.1732**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868
Energy	0.0338	0.3073	0.2581	1.8400e-003		0.0234	0.0234		0.0234	0.0234		368.7349	368.7349	7.0700e-003	6.7600e-003	370.9261
Mobile	8.3716	112.5166	79.5914	0.3088	10.3863	1.1829	11.5691	2.8626	1.1309	3.9935		32,612.2301	32,612.2301	0.7717		32,631.5213
Offroad	1.1521	10.3800	9.4421	0.0122		0.7733	0.7733		0.7115	0.7115		1,184.2466	1,184.2466	0.3830		1,193.8219
Stationary	14.7676	57.7926	37.6594	0.0710		2.1727	2.1727		2.1727	2.1727		7,555.6271	7,555.6271	1.0593		7,582.1097
Total	**42.2046**	**180.9973**	**127.0332**	**0.3938**	**10.3863**	**4.1525**	**14.5387**	**2.8626**	**4.0386**	**6.9012**		**41,721.0138**	**41,721.0138**	**2.2215**	**6.7600e-003**	**41,778.5658**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.36**	**1.88**	**1.28**	**3.54**	**6.02**	**1.82**	**4.86**	**6.02**	**1.80**	**3.60**	**0.00**	**3.69**	**3.69**	**1.49**	**29.58**	**3.69**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Improve Pedestrian Network

Implement Trip Reduction Program

Market Commute Trip Reduction Option

Employee Vanpool/Shuttle

Provide Riade Sharing Program

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	8.3716	112.5166	79.5914	0.3088	10.3863	1.1829	11.5691	2.8626	1.1309	3.9935		32,612.2301	32,612.2301	0.7717		32,631.5213
Unmitigated	8.5105	115.8620	81.1366	0.3225	11.0515	1.2502	12.3017	3.0459	1.1953	4.2412		34,055.4363	34,055.4363	0.8024		34,075.4953

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Unrefrigerated Warehouse-No Rail	280.00	280.00	280.00	1,200,001	1,127,768
Unrefrigerated Warehouse-No Rail	840.00	840.00	840.00	3,600,002	3,383,305
Total	1,120.00	1,120.00	1,120.00	4,800,003	4,511,073

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Unrefrigerated Warehouse-No Rail	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3
Unrefrigerated Warehouse-No Rail	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Unrefrigerated Warehouse-No Rail	0.088364	0.038449	0.184390	0.122109	0.017402	0.064400	0.131700	0.343900	0.001365	0.001213	0.004629	0.000959	0.001120

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0338	0.3073	0.2581	1.8400e-003		0.0234	0.0234		0.0234	0.0234		368.7349	368.7349	7.0700e-003	6.7600e-003	370.9261
NaturalGas Unmitigated	0.0480	0.4362	0.3664	2.6200e-003		0.0332	0.0332		0.0332	0.0332		523.4488	523.4488	0.0100	9.6000e-003	526.5594

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Unrefrigerated Warehouse-No Rail	1112.33	0.0120	0.1091	0.0916	6.5000e-004		8.2900e-003	8.2900e-003		8.2900e-003	8.2900e-003		130.8622	130.8622	2.5100e-003	2.4000e-003	131.6399
Unrefrigerated Warehouse-No Rail	3336.99	0.0360	0.3272	0.2748	1.9600e-003		0.0249	0.0249		0.0249	0.0249		392.5866	392.5866	7.5200e-003	7.2000e-003	394.9196
Total		**0.0480**	**0.4362**	**0.3664**	**2.6100e-003**		**0.0332**	**0.0332**		**0.0332**	**0.0332**		**523.4488**	**523.4488**	**0.0100**	**9.6000e-003**	**526.5594**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Unrefrigerated Warehouse-No Rail	0.783562	8.4500e-003	0.0768	0.0645	4.6000e-004		5.8400e-003	5.8400e-003		5.8400e-003	5.8400e-003		92.1837	92.1837	1.7700e-003	1.6900e-003	92.7315
Unrefrigerated Warehouse-No Rail	2.35068	0.0254	0.2305	0.1936	1.3800e-003		0.0175	0.0175		0.0175	0.0175		276.5512	276.5512	5.3000e-003	5.0700e-003	278.1946
Total		**0.0338**	**0.3073**	**0.2581**	**1.8400e-003**		**0.0234**	**0.0234**		**0.0234**	**0.0234**		**368.7349**	**368.7349**	**7.0700e-003**	**6.7600e-003**	**370.9261**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868
Unmitigated	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.0318					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	15.8400					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.7300e-003	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868
Total	**17.8795**	**7.6000e-004**	**0.0822**	**1.0000e-005**		**2.9000e-004**	**2.9000e-004**		**2.9000e-004**	**2.9000e-004**		**0.1751**	**0.1751**	**4.7000e-004**		**0.1868**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.0318					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	15.8400					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.7300e-003	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868
Total	**17.8795**	**7.6000e-004**	**0.0822**	**1.0000e-005**		**2.9000e-004**	**2.9000e-004**		**2.9000e-004**	**2.9000e-004**		**0.1751**	**0.1751**	**4.7000e-004**		**0.1868**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Forklifts	8	8.00	260	89	0.20	Electrical

UnMitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day										lb/day					
Forklifts	1.1521	10.3800	9.4421	0.0122		0.7733	0.7733		0.7115	0.7115		1,184.2466	1,184.2466	0.3830		1,193.8219
Total	**1.1521**	**10.3800**	**9.4421**	**0.0122**		**0.7733**	**0.7733**		**0.7115**	**0.7115**		**1,184.2466**	**1,184.2466**	**0.3830**		**1,193.8219**

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Fire Pump	2	3	100	500	0.73	Diesel
Emergency Generator	2	3	100	1000	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day										lb/day					
Emergency Generator - Diesel (750 - 9999 HP)	9.8451	44.0325	25.1062	0.0473		1.4484	1.4484		1.4484	1.4484		5,037.0847	5,037.0847	0.7062		5,054.7398
Fire Pump - Diesel (300 - 600 HP)	4.9226	13.7602	12.5531	0.0237		0.7242	0.7242		0.7242	0.7242		2,518.5424	2,518.5424	0.3531		2,527.3699
Total	**14.7676**	**57.7926**	**37.6594**	**0.0710**		**2.1727**	**2.1727**		**2.1727**	**2.1727**		**7,555.6271**	**7,555.6271**	**1.0593**		**7,582.1097**

11.0 Vegetation

HFCP - Proposed Project - Logistics Skechers Rates

Riverside-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	200.00	1000sqft	4.59	200,000.00	0
Unrefrigerated Warehouse-No Rail	600.00	1000sqft	13.77	600,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
Climate Zone	10			**Operational Year**	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - operational only run

Vehicle Trips - Trip rates per Skechers counts

Energy Use -

Mobile Land Use Mitigation -

Mobile Commute Mitigation - Trip reduction program, transit incentives, shuttles, ride sharing per MM AQ-5

Area Mitigation -

Energy Mitigation - Reduced energy per updated Title 24, MM AQ-4 Energy Star Appliances, MM AQ-9 LEED

Water Mitigation -

Waste Mitigation - MM AQ-8 Solid Waste Diversion

Fleet Mix - Per DEIR, fleet mix, HHD = 34.39%, MHD = 13.17%, LDH2=6.44%, Passenger = 46%

Operational Off-Road Equipment - equipment

Stationary Sources - Emergency Generators and Fire Pumps -

Vehicle Emission Factors - Updated with EMFAC 2017

Vehicle Emission Factors - Updated with EMFAC 2017

Vehicle Emission Factors - Updated with EMFAC 2017

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblFleetMix	HHD	0.07	0.34
tblFleetMix	LDA	0.54	0.09
tblFleetMix	LHD2	5.3390e-003	0.06
tblFleetMix	MHD	0.02	0.13
tblOperationalOffRoadEquipment	OperFuelType	Diesel	Electrical
tblOperationalOffRoadEquipment	OperLoadFactor	0.20	0.20
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	8.00
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	500.00
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	1,000.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	3.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	3.00
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	100.00
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	100.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	2.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	2.00

tblVehicleEF	HHD	1.50	0.22
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.11	0.00
tblVehicleEF	HHD	3.46	57.15
tblVehicleEF	HHD	0.46	0.49
tblVehicleEF	HHD	1.51	1.5810e-003
tblVehicleEF	HHD	6,555.40	11,402.12
tblVehicleEF	HHD	1,477.34	1,404.21
tblVehicleEF	HHD	4.68	0.01
tblVehicleEF	HHD	27.96	62.45
tblVehicleEF	HHD	3.07	3.84
tblVehicleEF	HHD	20.33	1.89
tblVehicleEF	HHD	0.02	0.12
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.07
tblVehicleEF	HHD	4.0000e-005	0.00
tblVehicleEF	HHD	0.02	0.12
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8710e-003	8.8120e-003
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	3.7000e-005	0.00
tblVehicleEF	HHD	9.2000e-005	2.6000e-005
tblVehicleEF	HHD	2.7720e-003	4.5000e-005
tblVehicleEF	HHD	0.90	4.69
tblVehicleEF	HHD	5.1000e-005	1.6000e-005
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	1.9500e-004	2.3800e-004
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	0.06	0.11

tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	7.2000e-005	0.00
tblVehicleEF	HHD	9.2000e-005	2.6000e-005
tblVehicleEF	HHD	2.7720e-003	4.5000e-005
tblVehicleEF	HHD	1.03	5.34
tblVehicleEF	HHD	5.1000e-005	1.6000e-005
tblVehicleEF	HHD	0.11	0.14
tblVehicleEF	HHD	1.9500e-004	2.3800e-004
tblVehicleEF	HHD	0.06	0.00
tblVehicleEF	HHD	1.42	0.23
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.11	0.00
tblVehicleEF	HHD	2.53	55.60
tblVehicleEF	HHD	0.46	0.49
tblVehicleEF	HHD	1.43	1.4920e-003
tblVehicleEF	HHD	6,940.41	11,398.05
tblVehicleEF	HHD	1,477.34	1,404.21
tblVehicleEF	HHD	4.68	0.01
tblVehicleEF	HHD	28.85	60.97
tblVehicleEF	HHD	2.90	3.63
tblVehicleEF	HHD	20.32	1.89
tblVehicleEF	HHD	0.02	0.12
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.07
tblVehicleEF	HHD	4.0000e-005	0.00
tblVehicleEF	HHD	0.01	0.11
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8710e-003	8.8120e-003
tblVehicleEF	HHD	0.02	0.06

tblVehicleEF	HHD	3.7000e-005	0.00
tblVehicleEF	HHD	1.7900e-004	4.9000e-005
tblVehicleEF	HHD	3.1980e-003	5.0000e-005
tblVehicleEF	HHD	0.84	4.86
tblVehicleEF	HHD	1.0100e-004	3.3000e-005
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	2.0100e-004	2.4400e-004
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	7.1000e-005	0.00
tblVehicleEF	HHD	1.7900e-004	4.9000e-005
tblVehicleEF	HHD	3.1980e-003	5.0000e-005
tblVehicleEF	HHD	0.97	5.54
tblVehicleEF	HHD	1.0100e-004	3.3000e-005
tblVehicleEF	HHD	0.11	0.14
tblVehicleEF	HHD	2.0100e-004	2.4400e-004
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	1.62	0.21
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.11	0.00
tblVehicleEF	HHD	4.76	59.28
tblVehicleEF	HHD	0.46	0.49
tblVehicleEF	HHD	1.51	1.5640e-003
tblVehicleEF	HHD	6,023.73	11,407.74
tblVehicleEF	HHD	1,477.34	1,404.21
tblVehicleEF	HHD	4.68	0.01
tblVehicleEF	HHD	26.74	64.48
tblVehicleEF	HHD	3.05	3.79
tblVehicleEF	HHD	20.33	1.89

tblVehicleEF	HHD	0.02	0.13
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.07
tblVehicleEF	HHD	4.0000e-005	0.00
tblVehicleEF	HHD	0.02	0.13
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8710e-003	8.8120e-003
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	3.7000e-005	0.00
tblVehicleEF	HHD	7.4000e-005	2.7000e-005
tblVehicleEF	HHD	2.9910e-003	5.1000e-005
tblVehicleEF	HHD	0.96	4.45
tblVehicleEF	HHD	4.5000e-005	1.7000e-005
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	2.0800e-004	2.5200e-004
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	0.06	0.11
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	7.2000e-005	0.00
tblVehicleEF	HHD	7.4000e-005	2.7000e-005
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tblVehicleEF	HHD	1.11	5.07
tblVehicleEF	HHD	4.5000e-005	1.7000e-005
tblVehicleEF	HHD	0.11	0.14
tblVehicleEF	HHD	2.0800e-004	2.5200e-004
tblVehicleEF	HHD	0.06	0.00
tblVehicleEF	LDA	4.4730e-003	2.7930e-003
tblVehicleEF	LDA	6.2970e-003	0.06
tblVehicleEF	LDA	0.62	0.71

tblVehicleEF	LDA	1.29	2.21
tblVehicleEF	LDA	266.01	270.87
tblVehicleEF	LDA	60.91	56.42
tblVehicleEF	LDA	0.05	0.05
tblVehicleEF	LDA	0.09	0.20
tblVehicleEF	LDA	1.6430e-003	1.5090e-003
tblVehicleEF	LDA	2.2790e-003	1.9920e-003
tblVehicleEF	LDA	1.5150e-003	1.3900e-003
tblVehicleEF	LDA	2.0950e-003	1.8320e-003
tblVehicleEF	LDA	0.06	0.30
tblVehicleEF	LDA	0.11	0.10
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.22
tblVehicleEF	LDA	0.08	0.25
tblVehicleEF	LDA	2.6640e-003	2.6800e-003
tblVehicleEF	LDA	6.3100e-004	5.5800e-004
tblVehicleEF	LDA	0.06	0.30
tblVehicleEF	LDA	0.11	0.10
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.22
tblVehicleEF	LDA	0.09	0.28
tblVehicleEF	LDA	5.0810e-003	3.1460e-003
tblVehicleEF	LDA	5.4700e-003	0.05
tblVehicleEF	LDA	0.76	0.85
tblVehicleEF	LDA	1.14	1.85
tblVehicleEF	LDA	289.77	292.94
tblVehicleEF	LDA	60.91	55.74
tblVehicleEF	LDA	0.05	0.04

tblVehicleEF	LDA	0.08	0.19
tblVehicleEF	LDA	1.6430e-003	1.5090e-003
tblVehicleEF	LDA	2.2790e-003	1.9920e-003
tblVehicleEF	LDA	1.5150e-003	1.3900e-003
tblVehicleEF	LDA	2.0950e-003	1.8320e-003
tblVehicleEF	LDA	0.11	0.56
tblVehicleEF	LDA	0.13	0.12
tblVehicleEF	LDA	0.08	0.44
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.21
tblVehicleEF	LDA	0.07	0.22
tblVehicleEF	LDA	2.9040e-003	2.8980e-003
tblVehicleEF	LDA	6.2800e-004	5.5200e-004
tblVehicleEF	LDA	0.11	0.56
tblVehicleEF	LDA	0.13	0.12
tblVehicleEF	LDA	0.08	0.44
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.21
tblVehicleEF	LDA	0.08	0.24
tblVehicleEF	LDA	4.3110e-003	2.7450e-003
tblVehicleEF	LDA	6.4670e-003	0.06
tblVehicleEF	LDA	0.58	0.68
tblVehicleEF	LDA	1.32	2.19
tblVehicleEF	LDA	259.39	267.14
tblVehicleEF	LDA	60.91	56.40
tblVehicleEF	LDA	0.05	0.04
tblVehicleEF	LDA	0.09	0.20
tblVehicleEF	LDA	1.6430e-003	1.5090e-003
tblVehicleEF	LDA	2.2790e-003	1.9920e-003
tblVehicleEF	LDA	1.5150e-003	1.3900e-003

tblVehicleEF	LDA	2.0950e-003	1.8320e-003
tblVehicleEF	LDA	0.05	0.30
tblVehicleEF	LDA	0.12	0.12
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.24
tblVehicleEF	LDA	0.09	0.25
tblVehicleEF	LDA	2.5980e-003	2.6430e-003
tblVehicleEF	LDA	6.3200e-004	5.5800e-004
tblVehicleEF	LDA	0.05	0.30
tblVehicleEF	LDA	0.12	0.12
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.24
tblVehicleEF	LDA	0.10	0.28
tblVehicleEF	LDT1	0.01	8.9240e-003
tblVehicleEF	LDT1	0.02	0.10
tblVehicleEF	LDT1	1.62	1.77
tblVehicleEF	LDT1	3.78	2.55
tblVehicleEF	LDT1	325.17	321.11
tblVehicleEF	LDT1	74.01	68.78
tblVehicleEF	LDT1	0.16	0.16
tblVehicleEF	LDT1	0.23	0.34
tblVehicleEF	LDT1	2.6810e-003	2.4860e-003
tblVehicleEF	LDT1	3.8960e-003	3.2230e-003
tblVehicleEF	LDT1	2.4680e-003	2.2880e-003
tblVehicleEF	LDT1	3.5830e-003	2.9630e-003
tblVehicleEF	LDT1	0.22	0.97
tblVehicleEF	LDT1	0.37	0.29
tblVehicleEF	LDT1	0.15	0.65

tblVehicleEF	LDT1	0.03	0.04
tblVehicleEF	LDT1	0.22	0.95
tblVehicleEF	LDT1	0.27	0.51
tblVehicleEF	LDT1	3.2720e-003	3.1780e-003
tblVehicleEF	LDT1	8.0700e-004	6.8100e-004
tblVehicleEF	LDT1	0.22	0.97
tblVehicleEF	LDT1	0.37	0.29
tblVehicleEF	LDT1	0.15	0.65
tblVehicleEF	LDT1	0.05	0.06
tblVehicleEF	LDT1	0.22	0.95
tblVehicleEF	LDT1	0.30	0.56
tblVehicleEF	LDT1	0.02	9.9410e-003
tblVehicleEF	LDT1	0.02	0.08
tblVehicleEF	LDT1	1.95	2.08
tblVehicleEF	LDT1	3.33	2.13
tblVehicleEF	LDT1	353.10	344.18
tblVehicleEF	LDT1	74.01	67.86
tblVehicleEF	LDT1	0.15	0.15
tblVehicleEF	LDT1	0.22	0.32
tblVehicleEF	LDT1	2.6810e-003	2.4860e-003
tblVehicleEF	LDT1	3.8960e-003	3.2230e-003
tblVehicleEF	LDT1	2.4680e-003	2.2880e-003
tblVehicleEF	LDT1	3.5830e-003	2.9630e-003
tblVehicleEF	LDT1	0.44	1.80
tblVehicleEF	LDT1	0.46	0.35
tblVehicleEF	LDT1	0.29	1.26
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.22	0.93
tblVehicleEF	LDT1	0.23	0.44
tblVehicleEF	LDT1	3.5570e-003	3.4060e-003

tblVehicleEF	LDT1	7.9900e-004	6.7200e-004
tblVehicleEF	LDT1	0.44	1.80
tblVehicleEF	LDT1	0.46	0.35
tblVehicleEF	LDT1	0.29	1.26
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.22	0.93
tblVehicleEF	LDT1	0.26	0.48
tblVehicleEF	LDT1	0.01	8.7780e-003
tblVehicleEF	LDT1	0.02	0.10
tblVehicleEF	LDT1	1.52	1.71
tblVehicleEF	LDT1	3.84	2.53
tblVehicleEF	LDT1	316.88	317.20
tblVehicleEF	LDT1	74.01	68.75
tblVehicleEF	LDT1	0.16	0.16
tblVehicleEF	LDT1	0.23	0.34
tblVehicleEF	LDT1	2.6810e-003	2.4860e-003
tblVehicleEF	LDT1	3.8960e-003	3.2230e-003
tblVehicleEF	LDT1	2.4680e-003	2.2880e-003
tblVehicleEF	LDT1	3.5830e-003	2.9630e-003
tblVehicleEF	LDT1	0.19	0.99
tblVehicleEF	LDT1	0.41	0.34
tblVehicleEF	LDT1	0.13	0.65
tblVehicleEF	LDT1	0.03	0.04
tblVehicleEF	LDT1	0.25	1.11
tblVehicleEF	LDT1	0.28	0.51
tblVehicleEF	LDT1	3.1880e-003	3.1390e-003
tblVehicleEF	LDT1	8.0800e-004	6.8000e-004
tblVehicleEF	LDT1	0.19	0.99
tblVehicleEF	LDT1	0.41	0.34
tblVehicleEF	LDT1	0.13	0.65

tblVehicleEF	LDT1	0.05	0.06
tblVehicleEF	LDT1	0.25	1.11
tblVehicleEF	LDT1	0.30	0.56
tblVehicleEF	LDT2	6.1110e-003	4.5190e-003
tblVehicleEF	LDT2	8.2750e-003	0.08
tblVehicleEF	LDT2	0.82	1.03
tblVehicleEF	LDT2	1.71	2.88
tblVehicleEF	LDT2	366.61	346.07
tblVehicleEF	LDT2	83.75	74.32
tblVehicleEF	LDT2	0.09	0.10
tblVehicleEF	LDT2	0.15	0.34
tblVehicleEF	LDT2	1.6030e-003	1.5600e-003
tblVehicleEF	LDT2	2.3200e-003	2.0380e-003
tblVehicleEF	LDT2	1.4740e-003	1.4360e-003
tblVehicleEF	LDT2	2.1330e-003	1.8740e-003
tblVehicleEF	LDT2	0.07	0.45
tblVehicleEF	LDT2	0.13	0.14
tblVehicleEF	LDT2	0.06	0.37
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.44
tblVehicleEF	LDT2	0.11	0.37
tblVehicleEF	LDT2	3.6730e-003	3.4240e-003
tblVehicleEF	LDT2	8.6600e-004	7.3500e-004
tblVehicleEF	LDT2	0.07	0.45
tblVehicleEF	LDT2	0.13	0.14
tblVehicleEF	LDT2	0.06	0.37
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.07	0.44
tblVehicleEF	LDT2	0.12	0.40
tblVehicleEF	LDT2	6.9350e-003	5.0670e-003

tblVehicleEF	LDT2	7.1890e-003	0.07
tblVehicleEF	LDT2	1.00	1.22
tblVehicleEF	LDT2	1.51	2.40
tblVehicleEF	LDT2	398.95	368.67
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tblVehicleEF	LDT2	0.08	0.09
tblVehicleEF	LDT2	0.15	0.32
tblVehicleEF	LDT2	1.6030e-003	1.5600e-003
tblVehicleEF	LDT2	2.3200e-003	2.0380e-003
tblVehicleEF	LDT2	1.4740e-003	1.4360e-003
tblVehicleEF	LDT2	2.1330e-003	1.8740e-003
tblVehicleEF	LDT2	0.14	0.83
tblVehicleEF	LDT2	0.15	0.16
tblVehicleEF	LDT2	0.11	0.69
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.43
tblVehicleEF	LDT2	0.10	0.32
tblVehicleEF	LDT2	3.9980e-003	3.6480e-003
tblVehicleEF	LDT2	8.6300e-004	7.2600e-004
tblVehicleEF	LDT2	0.14	0.83
tblVehicleEF	LDT2	0.15	0.16
tblVehicleEF	LDT2	0.11	0.69
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.07	0.43
tblVehicleEF	LDT2	0.11	0.35
tblVehicleEF	LDT2	5.8750e-003	4.4430e-003
tblVehicleEF	LDT2	8.5090e-003	0.08
tblVehicleEF	LDT2	0.76	0.99
tblVehicleEF	LDT2	1.74	2.86
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tblVehicleEF	LDT2	83.75	74.28
tblVehicleEF	LDT2	0.08	0.09
tblVehicleEF	LDT2	0.15	0.34
tblVehicleEF	LDT2	1.6030e-003	1.5600e-003
tblVehicleEF	LDT2	2.3200e-003	2.0380e-003
tblVehicleEF	LDT2	1.4740e-003	1.4360e-003
tblVehicleEF	LDT2	2.1330e-003	1.8740e-003
tblVehicleEF	LDT2	0.06	0.44
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.05	0.37
tblVehicleEF	LDT2	0.01	0.02
tblVehicleEF	LDT2	0.08	0.51
tblVehicleEF	LDT2	0.11	0.37
tblVehicleEF	LDT2	3.5750e-003	3.3860e-003
tblVehicleEF	LDT2	8.6700e-004	7.3500e-004
tblVehicleEF	LDT2	0.06	0.44
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.05	0.37
tblVehicleEF	LDT2	0.02	0.03
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tblVehicleEF	LDT2	0.13	0.40
tblVehicleEF	LHD1	5.6490e-003	0.07
tblVehicleEF	LHD1	0.01	5.8570e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.15	2.30
tblVehicleEF	LHD1	1.03	0.81
tblVehicleEF	LHD1	2.54	0.88
tblVehicleEF	LHD1	9.27	131.32
tblVehicleEF	LHD1	612.92	640.47
tblVehicleEF	LHD1	30.90	9.43

tblVehicleEF	LHD1	0.09	1.25
tblVehicleEF	LHD1	2.35	1.83
tblVehicleEF	LHD1	1.02	0.28
tblVehicleEF	LHD1	9.6900e-004	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.2500e-004	2.2200e-004
tblVehicleEF	LHD1	9.2700e-004	0.01
tblVehicleEF	LHD1	2.5280e-003	2.5110e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.5100e-004	2.0500e-004
tblVehicleEF	LHD1	3.9460e-003	0.04
tblVehicleEF	LHD1	0.10	0.07
tblVehicleEF	LHD1	0.02	0.28
tblVehicleEF	LHD1	1.9130e-003	0.02
tblVehicleEF	LHD1	0.08	0.07
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.28	0.07
tblVehicleEF	LHD1	9.3000e-005	1.2680e-003
tblVehicleEF	LHD1	6.0140e-003	6.2270e-003
tblVehicleEF	LHD1	3.5800e-004	9.3000e-005
tblVehicleEF	LHD1	3.9460e-003	0.04
tblVehicleEF	LHD1	0.10	0.07
tblVehicleEF	LHD1	0.02	0.40
tblVehicleEF	LHD1	1.9130e-003	0.02
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.30	0.08
tblVehicleEF	LHD1	5.6490e-003	0.07
tblVehicleEF	LHD1	0.01	5.9510e-003

tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.15	2.30
tblVehicleEF	LHD1	1.05	0.82
tblVehicleEF	LHD1	2.42	0.84
tblVehicleEF	LHD1	9.27	131.32
tblVehicleEF	LHD1	612.92	640.49
tblVehicleEF	LHD1	30.90	9.34
tblVehicleEF	LHD1	0.09	1.25
tblVehicleEF	LHD1	2.21	1.72
tblVehicleEF	LHD1	0.98	0.27
tblVehicleEF	LHD1	9.6900e-004	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.2500e-004	2.2200e-004
tblVehicleEF	LHD1	9.2700e-004	0.01
tblVehicleEF	LHD1	2.5280e-003	2.5110e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.5100e-004	2.0500e-004
tblVehicleEF	LHD1	7.3960e-003	0.07
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.02	0.28
tblVehicleEF	LHD1	3.6890e-003	0.04
tblVehicleEF	LHD1	0.08	0.07
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.27	0.07
tblVehicleEF	LHD1	9.3000e-005	1.2680e-003
tblVehicleEF	LHD1	6.0140e-003	6.2270e-003
tblVehicleEF	LHD1	3.5500e-004	9.2000e-005
tblVehicleEF	LHD1	7.3960e-003	0.07
tblVehicleEF	LHD1	0.12	0.08

tblVehicleEF	LHD1	0.02	0.40
tblVehicleEF	LHD1	3.6890e-003	0.04
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.29	0.08
tblVehicleEF	LHD1	5.6490e-003	0.07
tblVehicleEF	LHD1	0.01	5.8660e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.15	2.30
tblVehicleEF	LHD1	1.03	0.80
tblVehicleEF	LHD1	2.54	0.87
tblVehicleEF	LHD1	9.27	131.32
tblVehicleEF	LHD1	612.92	640.47
tblVehicleEF	LHD1	30.90	9.41
tblVehicleEF	LHD1	0.09	1.25
tblVehicleEF	LHD1	2.32	1.80
tblVehicleEF	LHD1	1.01	0.28
tblVehicleEF	LHD1	9.6900e-004	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.2500e-004	2.2200e-004
tblVehicleEF	LHD1	9.2700e-004	0.01
tblVehicleEF	LHD1	2.5280e-003	2.5110e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.5100e-004	2.0500e-004
tblVehicleEF	LHD1	3.5540e-003	0.04
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.02	0.28
tblVehicleEF	LHD1	1.7480e-003	0.02
tblVehicleEF	LHD1	0.08	0.07

tblVehicleEF	LHD1	0.33	0.48
tblVehicleEF	LHD1	0.28	0.07
tblVehicleEF	LHD1	9.3000e-005	1.2680e-003
tblVehicleEF	LHD1	6.0140e-003	6.2270e-003
tblVehicleEF	LHD1	3.5800e-004	9.3000e-005
tblVehicleEF	LHD1	3.5540e-003	0.04
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.02	0.40
tblVehicleEF	LHD1	1.7480e-003	0.02
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.33	0.48
tblVehicleEF	LHD1	0.30	0.08
tblVehicleEF	LHD2	3.8330e-003	0.04
tblVehicleEF	LHD2	5.1000e-003	4.0970e-003
tblVehicleEF	LHD2	9.1950e-003	7.3890e-003
tblVehicleEF	LHD2	0.12	1.66
tblVehicleEF	LHD2	0.56	0.56
tblVehicleEF	LHD2	1.23	0.45
tblVehicleEF	LHD2	14.53	202.06
tblVehicleEF	LHD2	609.83	634.08
tblVehicleEF	LHD2	23.90	5.72
tblVehicleEF	LHD2	0.12	1.79
tblVehicleEF	LHD2	1.94	2.00
tblVehicleEF	LHD2	0.56	0.15
tblVehicleEF	LHD2	1.3510e-003	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	4.1000e-004	9.4000e-005
tblVehicleEF	LHD2	1.2930e-003	0.02
tblVehicleEF	LHD2	2.6930e-003	2.7370e-003

tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.7700e-004	8.7000e-005
tblVehicleEF	LHD2	1.5990e-003	0.02
tblVehicleEF	LHD2	0.04	0.03
tblVehicleEF	LHD2	0.01	0.20
tblVehicleEF	LHD2	8.1500e-004	8.4590e-003
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.12	0.04
tblVehicleEF	LHD2	1.4200e-004	1.9270e-003
tblVehicleEF	LHD2	5.9300e-003	6.1000e-003
tblVehicleEF	LHD2	2.6200e-004	5.7000e-005
tblVehicleEF	LHD2	1.5990e-003	0.02
tblVehicleEF	LHD2	0.04	0.03
tblVehicleEF	LHD2	0.02	0.27
tblVehicleEF	LHD2	8.1500e-004	8.4590e-003
tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.14	0.04
tblVehicleEF	LHD2	3.8330e-003	0.04
tblVehicleEF	LHD2	5.1600e-003	4.1300e-003
tblVehicleEF	LHD2	8.8690e-003	7.1060e-003
tblVehicleEF	LHD2	0.12	1.66
tblVehicleEF	LHD2	0.56	0.57
tblVehicleEF	LHD2	1.18	0.43
tblVehicleEF	LHD2	14.53	202.06
tblVehicleEF	LHD2	609.83	634.09
tblVehicleEF	LHD2	23.90	5.68
tblVehicleEF	LHD2	0.12	1.79
tblVehicleEF	LHD2	1.83	1.89

tblVehicleEF	LHD2	0.54	0.14
tblVehicleEF	LHD2	1.3510e-003	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	4.1000e-004	9.4000e-005
tblVehicleEF	LHD2	1.2930e-003	0.02
tblVehicleEF	LHD2	2.6930e-003	2.7370e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.7700e-004	8.7000e-005
tblVehicleEF	LHD2	3.0260e-003	0.03
tblVehicleEF	LHD2	0.05	0.04
tblVehicleEF	LHD2	0.01	0.20
tblVehicleEF	LHD2	1.5540e-003	0.02
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.12	0.03
tblVehicleEF	LHD2	1.4200e-004	1.9270e-003
tblVehicleEF	LHD2	5.9300e-003	6.1000e-003
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tblVehicleEF	LHD2	3.0260e-003	0.03
tblVehicleEF	LHD2	0.05	0.04
tblVehicleEF	LHD2	0.02	0.27
tblVehicleEF	LHD2	1.5540e-003	0.02
tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.13	0.04
tblVehicleEF	LHD2	3.8330e-003	0.04
tblVehicleEF	LHD2	5.0860e-003	4.1010e-003
tblVehicleEF	LHD2	9.2490e-003	7.3380e-003
tblVehicleEF	LHD2	0.12	1.66

tblVehicleEF	LHD2	0.56	0.56
tblVehicleEF	LHD2	1.24	0.45
tblVehicleEF	LHD2	14.53	202.06
tblVehicleEF	LHD2	609.83	634.08
tblVehicleEF	LHD2	23.90	5.72
tblVehicleEF	LHD2	0.12	1.79
tblVehicleEF	LHD2	1.92	1.97
tblVehicleEF	LHD2	0.56	0.15
tblVehicleEF	LHD2	1.3510e-003	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	4.1000e-004	9.4000e-005
tblVehicleEF	LHD2	1.2930e-003	0.02
tblVehicleEF	LHD2	2.6930e-003	2.7370e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.7700e-004	8.7000e-005
tblVehicleEF	LHD2	1.2860e-003	0.02
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.01	0.20
tblVehicleEF	LHD2	6.9100e-004	8.8280e-003
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.10	0.21
tblVehicleEF	LHD2	0.12	0.04
tblVehicleEF	LHD2	1.4200e-004	1.9270e-003
tblVehicleEF	LHD2	5.9300e-003	6.1000e-003
tblVehicleEF	LHD2	2.6200e-004	5.7000e-005
tblVehicleEF	LHD2	1.2860e-003	0.02
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.02	0.27
tblVehicleEF	LHD2	6.9100e-004	8.8280e-003

tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	0.10	0.21
tblVehicleEF	LHD2	0.14	0.04
tblVehicleEF	MCY	0.41	0.32
tblVehicleEF	MCY	0.15	0.25
tblVehicleEF	MCY	19.93	19.76
tblVehicleEF	MCY	9.66	8.58
tblVehicleEF	MCY	164.88	207.31
tblVehicleEF	MCY	46.70	61.27
tblVehicleEF	MCY	1.13	1.13
tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	1.7160e-003	1.6670e-003
tblVehicleEF	MCY	3.4600e-003	2.9080e-003
tblVehicleEF	MCY	1.6070e-003	1.5620e-003
tblVehicleEF	MCY	3.2650e-003	2.7430e-003
tblVehicleEF	MCY	1.68	2.82
tblVehicleEF	MCY	0.86	0.79
tblVehicleEF	MCY	0.93	1.51
tblVehicleEF	MCY	2.17	2.17
tblVehicleEF	MCY	0.58	1.92
tblVehicleEF	MCY	2.09	1.86
tblVehicleEF	MCY	2.0370e-003	2.0520e-003
tblVehicleEF	MCY	6.8600e-004	6.0600e-004
tblVehicleEF	MCY	1.68	2.82
tblVehicleEF	MCY	0.86	0.79
tblVehicleEF	MCY	0.93	1.51
tblVehicleEF	MCY	2.66	2.66
tblVehicleEF	MCY	0.58	1.92
tblVehicleEF	MCY	2.27	2.02
tblVehicleEF	MCY	0.41	0.31

tblVehicleEF	MCY	0.14	0.22
tblVehicleEF	MCY	20.66	19.72
tblVehicleEF	MCY	9.11	7.89
tblVehicleEF	MCY	164.88	207.06
tblVehicleEF	MCY	46.70	59.40
tblVehicleEF	MCY	0.98	0.98
tblVehicleEF	MCY	0.29	0.25
tblVehicleEF	MCY	1.7160e-003	1.6670e-003
tblVehicleEF	MCY	3.4600e-003	2.9080e-003
tblVehicleEF	MCY	1.6070e-003	1.5620e-003
tblVehicleEF	MCY	3.2650e-003	2.7430e-003
tblVehicleEF	MCY	3.35	5.42
tblVehicleEF	MCY	1.25	1.08
tblVehicleEF	MCY	2.10	3.43
tblVehicleEF	MCY	2.15	2.12
tblVehicleEF	MCY	0.58	1.89
tblVehicleEF	MCY	1.87	1.63
tblVehicleEF	MCY	2.0470e-003	2.0490e-003
tblVehicleEF	MCY	6.7100e-004	5.8800e-004
tblVehicleEF	MCY	3.35	5.42
tblVehicleEF	MCY	1.25	1.08
tblVehicleEF	MCY	2.10	3.43
tblVehicleEF	MCY	2.63	2.60
tblVehicleEF	MCY	0.58	1.89
tblVehicleEF	MCY	2.03	1.77
tblVehicleEF	MCY	0.41	0.32
tblVehicleEF	MCY	0.15	0.24
tblVehicleEF	MCY	19.43	19.16
tblVehicleEF	MCY	9.60	8.36
tblVehicleEF	MCY	164.88	206.28

tblVehicleEF	MCY	46.70	60.77
tblVehicleEF	MCY	1.13	1.10
tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	1.7160e-003	1.6670e-003
tblVehicleEF	MCY	3.4600e-003	2.9080e-003
tblVehicleEF	MCY	1.6070e-003	1.5620e-003
tblVehicleEF	MCY	3.2650e-003	2.7430e-003
tblVehicleEF	MCY	1.60	3.24
tblVehicleEF	MCY	1.06	1.05
tblVehicleEF	MCY	0.75	1.52
tblVehicleEF	MCY	2.17	2.15
tblVehicleEF	MCY	0.66	2.19
tblVehicleEF	MCY	2.10	1.82
tblVehicleEF	MCY	2.0290e-003	2.0410e-003
tblVehicleEF	MCY	6.8600e-004	6.0100e-004
tblVehicleEF	MCY	1.60	3.24
tblVehicleEF	MCY	1.06	1.05
tblVehicleEF	MCY	0.75	1.52
tblVehicleEF	MCY	2.66	2.63
tblVehicleEF	MCY	0.66	2.19
tblVehicleEF	MCY	2.28	1.98
tblVehicleEF	MDV	0.01	6.2680e-003
tblVehicleEF	MDV	0.02	0.10
tblVehicleEF	MDV	1.58	1.28
tblVehicleEF	MDV	3.47	3.46
tblVehicleEF	MDV	501.88	430.06
tblVehicleEF	MDV	112.78	91.54
tblVehicleEF	MDV	0.19	0.13
tblVehicleEF	MDV	0.34	0.43
tblVehicleEF	MDV	1.7360e-003	1.6260e-003

tblVehicleEF	MDV	2.5110e-003	2.1290e-003
tblVehicleEF	MDV	1.6010e-003	1.5010e-003
tblVehicleEF	MDV	2.3110e-003	1.9590e-003
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tblVehicleEF	MDV	0.21	0.17
tblVehicleEF	MDV	0.09	0.44
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.11	0.49
tblVehicleEF	MDV	0.27	0.49
tblVehicleEF	MDV	5.0330e-003	4.2520e-003
tblVehicleEF	MDV	1.1890e-003	9.0600e-004
tblVehicleEF	MDV	0.11	0.51
tblVehicleEF	MDV	0.21	0.17
tblVehicleEF	MDV	0.09	0.44
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.11	0.49
tblVehicleEF	MDV	0.30	0.54
tblVehicleEF	MDV	0.02	6.9690e-003
tblVehicleEF	MDV	0.02	0.09
tblVehicleEF	MDV	1.91	1.51
tblVehicleEF	MDV	3.08	2.90
tblVehicleEF	MDV	544.80	454.20
tblVehicleEF	MDV	112.78	90.40
tblVehicleEF	MDV	0.18	0.12
tblVehicleEF	MDV	0.33	0.40
tblVehicleEF	MDV	1.7360e-003	1.6260e-003
tblVehicleEF	MDV	2.5110e-003	2.1290e-003
tblVehicleEF	MDV	1.6010e-003	1.5010e-003
tblVehicleEF	MDV	2.3110e-003	1.9590e-003
tblVehicleEF	MDV	0.22	0.95

tblVehicleEF	MDV	0.24	0.19
tblVehicleEF	MDV	0.17	0.82
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.11	0.48
tblVehicleEF	MDV	0.24	0.42
tblVehicleEF	MDV	5.4670e-003	4.4910e-003
tblVehicleEF	MDV	1.1820e-003	8.9500e-004
tblVehicleEF	MDV	0.22	0.95
tblVehicleEF	MDV	0.24	0.19
tblVehicleEF	MDV	0.17	0.82
tblVehicleEF	MDV	0.06	0.04
tblVehicleEF	MDV	0.11	0.48
tblVehicleEF	MDV	0.26	0.46
tblVehicleEF	MDV	0.01	6.1580e-003
tblVehicleEF	MDV	0.02	0.10
tblVehicleEF	MDV	1.48	1.23
tblVehicleEF	MDV	3.54	3.44
tblVehicleEF	MDV	489.12	425.98
tblVehicleEF	MDV	112.78	91.50
tblVehicleEF	MDV	0.18	0.13
tblVehicleEF	MDV	0.34	0.42
tblVehicleEF	MDV	1.7360e-003	1.6260e-003
tblVehicleEF	MDV	2.5110e-003	2.1290e-003
tblVehicleEF	MDV	1.6010e-003	1.5010e-003
tblVehicleEF	MDV	2.3110e-003	1.9590e-003
tblVehicleEF	MDV	0.09	0.49
tblVehicleEF	MDV	0.22	0.18
tblVehicleEF	MDV	0.08	0.45
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.13	0.56

tblVehicleEF	MDV	0.28	0.49
tblVehicleEF	MDV	4.9040e-003	4.2120e-003
tblVehicleEF	MDV	1.1910e-003	9.0500e-004
tblVehicleEF	MDV	0.09	0.49
tblVehicleEF	MDV	0.22	0.18
tblVehicleEF	MDV	0.08	0.45
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.13	0.56
tblVehicleEF	MDV	0.31	0.54
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tblVehicleEF	MH	0.03	0.02
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tblVehicleEF	MH	0.89	0.23
tblVehicleEF	MH	0.13	0.13
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.05	0.04
tblVehicleEF	MH	1.2480e-003	2.7100e-004
tblVehicleEF	MH	3.2450e-003	3.2810e-003
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.1520e-003	2.4900e-004
tblVehicleEF	MH	1.64	0.12
tblVehicleEF	MH	0.09	0.07
tblVehicleEF	MH	0.56	0.04
tblVehicleEF	MH	0.11	0.07
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.39	0.10

tblVehicleEF	MH	9.9900e-003	0.01
tblVehicleEF	MH	7.0000e-004	1.9000e-004
tblVehicleEF	MH	1.64	0.12
tblVehicleEF	MH	0.09	0.07
tblVehicleEF	MH	0.56	0.04
tblVehicleEF	MH	0.15	0.09
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.42	0.11
tblVehicleEF	MH	0.03	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.24	1.64
tblVehicleEF	MH	5.95	2.05
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tblVehicleEF	MH	1.63	1.54
tblVehicleEF	MH	0.86	0.22
tblVehicleEF	MH	0.13	0.13
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.05	0.04
tblVehicleEF	MH	1.2480e-003	2.7100e-004
tblVehicleEF	MH	3.2450e-003	3.2810e-003
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.1520e-003	2.4900e-004
tblVehicleEF	MH	3.01	0.21
tblVehicleEF	MH	0.10	0.08
tblVehicleEF	MH	1.11	0.08
tblVehicleEF	MH	0.11	0.07
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.37	0.10
tblVehicleEF	MH	9.9910e-003	0.01

tblVehicleEF	MH	6.9300e-004	1.8800e-004
tblVehicleEF	MH	3.01	0.21
tblVehicleEF	MH	0.10	0.08
tblVehicleEF	MH	1.11	0.08
tblVehicleEF	MH	0.15	0.09
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.40	0.11
tblVehicleEF	MH	0.03	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.12	1.60
tblVehicleEF	MH	6.40	2.20
tblVehicleEF	MH	1,005.77	1,483.02
tblVehicleEF	MH	58.82	19.21
tblVehicleEF	MH	1.74	1.62
tblVehicleEF	MH	0.89	0.23
tblVehicleEF	MH	0.13	0.13
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.05	0.04
tblVehicleEF	MH	1.2480e-003	2.7100e-004
tblVehicleEF	MH	3.2450e-003	3.2810e-003
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.1520e-003	2.4900e-004
tblVehicleEF	MH	1.67	0.14
tblVehicleEF	MH	0.11	0.09
tblVehicleEF	MH	0.55	0.05
tblVehicleEF	MH	0.11	0.07
tblVehicleEF	MH	0.03	1.64
tblVehicleEF	MH	0.39	0.10
tblVehicleEF	MH	9.9890e-003	0.01
tblVehicleEF	MH	7.0000e-004	1.9000e-004

tblVehicleEF	MH	1.67	0.14
tblVehicleEF	MH	0.11	0.09
tblVehicleEF	MH	0.55	0.05
tblVehicleEF	MH	0.15	0.09
tblVehicleEF	MH	0.03	1.64
tblVehicleEF	MH	0.42	0.11
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	6.1240e-003	7.1090e-003
tblVehicleEF	MHD	0.06	2.7490e-003
tblVehicleEF	MHD	0.43	3.13
tblVehicleEF	MHD	0.47	0.63
tblVehicleEF	MHD	6.54	0.33
tblVehicleEF	MHD	156.54	823.90
tblVehicleEF	MHD	1,067.94	996.67
tblVehicleEF	MHD	55.18	2.67
tblVehicleEF	MHD	1.06	8.54
tblVehicleEF	MHD	1.70	3.03
tblVehicleEF	MHD	11.65	1.14
tblVehicleEF	MHD	3.7720e-003	0.03
tblVehicleEF	MHD	0.06	0.10
tblVehicleEF	MHD	8.1800e-004	3.3000e-005
tblVehicleEF	MHD	3.6080e-003	0.03
tblVehicleEF	MHD	0.05	0.10
tblVehicleEF	MHD	7.5200e-004	3.0000e-005
tblVehicleEF	MHD	1.8750e-003	3.9160e-003
tblVehicleEF	MHD	0.05	6.3490e-003
tblVehicleEF	MHD	0.03	0.19
tblVehicleEF	MHD	9.0500e-004	2.0170e-003
tblVehicleEF	MHD	0.07	0.14
tblVehicleEF	MHD	0.02	0.03

tblVehicleEF	MHD	0.40	0.02
tblVehicleEF	MHD	1.5050e-003	7.8000e-003
tblVehicleEF	MHD	0.01	9.4650e-003
tblVehicleEF	MHD	6.6700e-004	2.6000e-005
tblVehicleEF	MHD	1.8750e-003	3.9160e-003
tblVehicleEF	MHD	0.05	6.3490e-003
tblVehicleEF	MHD	0.05	0.24
tblVehicleEF	MHD	9.0500e-004	2.0170e-003
tblVehicleEF	MHD	0.08	0.16
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.44	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	6.1890e-003	7.1350e-003
tblVehicleEF	MHD	0.06	2.6400e-003
tblVehicleEF	MHD	0.31	2.59
tblVehicleEF	MHD	0.47	0.63
tblVehicleEF	MHD	6.24	0.32
tblVehicleEF	MHD	165.81	844.30
tblVehicleEF	MHD	1,067.94	996.68
tblVehicleEF	MHD	55.18	2.63
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tblVehicleEF	MHD	1.60	2.86
tblVehicleEF	MHD	11.62	1.14
tblVehicleEF	MHD	3.1790e-003	0.03
tblVehicleEF	MHD	0.06	0.10
tblVehicleEF	MHD	8.1800e-004	3.3000e-005
tblVehicleEF	MHD	3.0420e-003	0.03
tblVehicleEF	MHD	0.05	0.10
tblVehicleEF	MHD	7.5200e-004	3.0000e-005
tblVehicleEF	MHD	3.6340e-003	7.0900e-003

tblVehicleEF	MHD	0.06	7.2690e-003
tblVehicleEF	MHD	0.03	0.18
tblVehicleEF	MHD	1.7950e-003	4.0620e-003
tblVehicleEF	MHD	0.07	0.14
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.38	0.01
tblVehicleEF	MHD	1.5920e-003	7.9940e-003
tblVehicleEF	MHD	0.01	9.4650e-003
tblVehicleEF	MHD	6.6100e-004	2.6000e-005
tblVehicleEF	MHD	3.6340e-003	7.0900e-003
tblVehicleEF	MHD	0.06	7.2690e-003
tblVehicleEF	MHD	0.04	0.23
tblVehicleEF	MHD	1.7950e-003	4.0620e-003
tblVehicleEF	MHD	0.08	0.16
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.42	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	6.0850e-003	7.1100e-003
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tblVehicleEF	MHD	6.63	0.33
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tblVehicleEF	MHD	1,067.94	996.67
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tblVehicleEF	MHD	4.5890e-003	0.04
tblVehicleEF	MHD	0.06	0.10

tblVehicleEF	MHD	8.1800e-004	3.3000e-005
tblVehicleEF	MHD	4.3910e-003	0.04
tblVehicleEF	MHD	0.05	0.10
tblVehicleEF	MHD	7.5200e-004	3.0000e-005
tblVehicleEF	MHD	1.4650e-003	4.2490e-003
tblVehicleEF	MHD	0.05	7.1500e-003
tblVehicleEF	MHD	0.04	0.20
tblVehicleEF	MHD	7.2400e-004	2.1530e-003
tblVehicleEF	MHD	0.07	0.14
tblVehicleEF	MHD	0.02	0.04
tblVehicleEF	MHD	0.40	0.02
tblVehicleEF	MHD	1.3840e-003	7.5330e-003
tblVehicleEF	MHD	0.01	9.4650e-003
tblVehicleEF	MHD	6.6800e-004	2.6000e-005
tblVehicleEF	MHD	1.4650e-003	4.2490e-003
tblVehicleEF	MHD	0.05	7.1500e-003
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tblVehicleEF	OBUS	1,103.17	1,428.64
tblVehicleEF	OBUS	70.73	14.20

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tblVehicleEF	OBUS	1.7700e-004	0.06
tblVehicleEF	OBUS	0.13	0.13
tblVehicleEF	OBUS	7.1510e-003	0.06
tblVehicleEF	OBUS	8.2800e-004	1.4300e-004
tblVehicleEF	OBUS	1.6900e-004	0.05
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	6.8270e-003	0.06
tblVehicleEF	OBUS	7.6200e-004	1.3200e-004
tblVehicleEF	OBUS	2.2350e-003	0.03
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	1.00
tblVehicleEF	OBUS	9.4600e-004	0.01
tblVehicleEF	OBUS	0.04	0.13
tblVehicleEF	OBUS	0.05	0.18
tblVehicleEF	OBUS	0.41	0.09
tblVehicleEF	OBUS	7.2400e-004	0.01
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	8.2300e-004	1.4100e-004
tblVehicleEF	OBUS	2.2350e-003	0.03
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	1.26
tblVehicleEF	OBUS	9.4600e-004	0.01
tblVehicleEF	OBUS	0.06	0.16
tblVehicleEF	OBUS	0.05	0.18
tblVehicleEF	OBUS	0.45	0.10
tblVehicleEF	OBUS	0.01	0.13
tblVehicleEF	OBUS	9.6420e-003	0.01

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tblVehicleEF	OBUS	1,103.17	1,428.68
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tblVehicleEF	OBUS	1.26	2.30
tblVehicleEF	OBUS	2.17	0.77
tblVehicleEF	OBUS	1.4900e-004	0.05
tblVehicleEF	OBUS	0.13	0.13
tblVehicleEF	OBUS	7.1510e-003	0.06
tblVehicleEF	OBUS	8.2800e-004	1.4300e-004
tblVehicleEF	OBUS	1.4300e-004	0.05
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	6.8270e-003	0.06
tblVehicleEF	OBUS	7.6200e-004	1.3200e-004
tblVehicleEF	OBUS	4.1760e-003	0.06
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tblVehicleEF	OBUS	0.04	0.99
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tblVehicleEF	OBUS	0.05	0.18
tblVehicleEF	OBUS	0.39	0.09
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tblVehicleEF	OBUS	8.1600e-004	1.3800e-004
tblVehicleEF	OBUS	4.1760e-003	0.06
tblVehicleEF	OBUS	0.02	0.02

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tblVehicleEF	OBUS	1.8320e-003	0.03
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tblVehicleEF	OBUS	0.01	0.13
tblVehicleEF	OBUS	9.4220e-003	0.01
tblVehicleEF	OBUS	0.03	0.02
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tblVehicleEF	OBUS	0.63	1.34
tblVehicleEF	OBUS	6.63	1.83
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tblVehicleEF	OBUS	1,103.17	1,428.64
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tblVehicleEF	OBUS	2.21	0.77
tblVehicleEF	OBUS	2.1500e-004	0.07
tblVehicleEF	OBUS	0.13	0.13
tblVehicleEF	OBUS	7.1510e-003	0.06
tblVehicleEF	OBUS	8.2800e-004	1.4300e-004
tblVehicleEF	OBUS	2.0600e-004	0.07
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	6.8270e-003	0.06
tblVehicleEF	OBUS	7.6200e-004	1.3200e-004
tblVehicleEF	OBUS	1.9540e-003	0.04
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	1.01
tblVehicleEF	OBUS	8.7300e-004	0.02
tblVehicleEF	OBUS	0.04	0.13

tblVehicleEF	OBUS	0.05	0.19
tblVehicleEF	OBUS	0.42	0.09
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tblVehicleEF	OBUS	0.02	0.02
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tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.4200e-004	1.0400e-004
tblVehicleEF	SBUS	0.01	0.04

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tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.0600e-004	9.6000e-005
tblVehicleEF	SBUS	4.5410e-003	0.01
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	0.94	4.00
tblVehicleEF	SBUS	2.0600e-003	6.2980e-003
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tblVehicleEF	SBUS	0.02	0.14
tblVehicleEF	SBUS	0.37	0.11
tblVehicleEF	SBUS	0.01	0.03
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.4900e-004	1.7200e-004
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tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.4200e-004	1.0400e-004
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tblVehicleEF	SBUS	2.7000e-003	2.6420e-003
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tblVehicleEF	SBUS	0.11	0.10
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tblVehicleEF	SBUS	0.03	0.03
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tblVehicleEF	SBUS	0.38	0.12
tblVehicleEF	SBUS	0.01	0.03

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tblVehicleEF	UBUS	1.6630e-003	2.1700e-004
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tblVehicleEF	UBUS	3.0000e-003	5.0570e-003
tblVehicleEF	UBUS	0.06	2.0460e-003
tblVehicleEF	UBUS	1.5380e-003	1.9900e-004
tblVehicleEF	UBUS	0.01	5.5670e-003
tblVehicleEF	UBUS	0.13	0.01
tblVehicleEF	UBUS	5.4970e-003	3.2120e-003
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tblVehicleEF	UBUS	0.03	0.05

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tblVehicleEF	UBUS	0.01	5.5670e-003
tblVehicleEF	UBUS	0.13	0.01
tblVehicleEF	UBUS	5.4970e-003	3.2120e-003
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tblVehicleEF	UBUS	1.61	3.04
tblVehicleEF	UBUS	0.09	0.02
tblVehicleEF	UBUS	10.64	23.58
tblVehicleEF	UBUS	14.18	1.72
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tblVehicleEF	UBUS	3.0000e-003	5.0570e-003
tblVehicleEF	UBUS	0.06	2.0460e-003
tblVehicleEF	UBUS	1.5380e-003	1.9900e-004
tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	0.17	0.01
tblVehicleEF	UBUS	0.01	6.7530e-003
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tblVehicleEF	UBUS	0.03	0.05

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tblVehicleEF	UBUS	1.8170e-003	2.3600e-004
tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	0.17	0.01
tblVehicleEF	UBUS	0.01	6.7530e-003
tblVehicleEF	UBUS	2.31	3.11
tblVehicleEF	UBUS	0.03	0.05
tblVehicleEF	UBUS	1.28	0.09
tblVehicleEF	UBUS	1.60	3.04
tblVehicleEF	UBUS	0.10	0.02
tblVehicleEF	UBUS	10.37	23.58
tblVehicleEF	UBUS	16.61	2.01
tblVehicleEF	UBUS	1,836.48	1,641.57
tblVehicleEF	UBUS	155.92	24.32
tblVehicleEF	UBUS	5.42	0.29
tblVehicleEF	UBUS	12.54	0.24
tblVehicleEF	UBUS	0.50	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.06	2.1590e-003
tblVehicleEF	UBUS	1.6630e-003	2.1700e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.0570e-003
tblVehicleEF	UBUS	0.06	2.0460e-003
tblVehicleEF	UBUS	1.5380e-003	1.9900e-004
tblVehicleEF	UBUS	0.01	6.0360e-003
tblVehicleEF	UBUS	0.16	0.01
tblVehicleEF	UBUS	4.7660e-003	3.4290e-003
tblVehicleEF	UBUS	0.64	0.05
tblVehicleEF	UBUS	0.03	0.06

tblVehicleEF	UBUS	1.29	0.09
tblVehicleEF	UBUS	0.01	6.3860e-003
tblVehicleEF	UBUS	1.8600e-003	2.4100e-004
tblVehicleEF	UBUS	0.01	6.0360e-003
tblVehicleEF	UBUS	0.16	0.01
tblVehicleEF	UBUS	4.7660e-003	3.4290e-003
tblVehicleEF	UBUS	2.30	3.11
tblVehicleEF	UBUS	0.03	0.06
tblVehicleEF	UBUS	1.42	0.10
tblVehicleTrips	ST_TR	1.68	0.92
tblVehicleTrips	SU_TR	1.68	0.92
tblVehicleTrips	WD_TR	1.68	0.92

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	3.2626	9.0000e-005	0.0103	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0199	0.0199	5.0000e-005	0.0000	0.0212
Energy	8.7600e-003	0.0796	0.0669	4.8000e-004		6.0500e-003	6.0500e-003		6.0500e-003	6.0500e-003	0.0000	688.2201	688.2201	0.0265	6.7300e-003	690.8872
Mobile	1.0314	13.7487	9.5179	0.0386	1.3018	0.1481	1.4499	0.3594	0.1416	0.5010	0.0000	3,696.4341	3,696.4341	0.0881	0.0000	3,698.6367
Offroad	0.1505	1.3562	1.2336	1.6000e-003		0.1010	0.1010		0.0930	0.0930	0.0000	140.3613	140.3613	0.0454	0.0000	141.4962
Stationary	0.2461	0.9632	0.6277	1.1800e-003		0.0362	0.0362		0.0362	0.0362	0.0000	114.2392	114.2392	0.0160	0.0000	114.6396
Waste						0.0000	0.0000		0.0000	0.0000	152.6492	0.0000	152.6492	9.0213	0.0000	378.1819

Water						0.0000	0.0000		0.0000	0.0000	58.6920	767.5224	826.2143	6.0599	0.1489	1,022.0830
Total	**4.6994**	**16.1478**	**11.4563**	**0.0418**	**1.3018**	**0.2915**	**1.5932**	**0.3594**	**0.2769**	**0.6363**	**211.3412**	**5,406.7969**	**5,618.1380**	**15.2573**	**0.1556**	**6,045.9457**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	3.2626	9.0000e-005	0.0103	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0199	0.0199	5.0000e-005	0.0000	0.0212
Energy	6.1700e-003	0.0561	0.0471	3.4000e-004		4.2600e-003	4.2600e-003		4.2600e-003	4.2600e-003	0.0000	410.6396	410.6396	0.0156	4.1100e-003	412.2531
Mobile	1.0147	13.3427	9.3292	0.0370	1.2234	0.1401	1.3635	0.3378	0.1339	0.4717	0.0000	3,539.7137	3,539.7137	0.0848	0.0000	3,541.8328
Offroad	0.1505	1.3562	1.2336	1.6000e-003		0.1010	0.1010		0.0930	0.0930	0.0000	140.3613	140.3613	0.0454	0.0000	141.4962
Stationary	0.2461	0.9632	0.6277	1.1800e-003		0.0362	0.0362		0.0362	0.0362	0.0000	114.2392	114.2392	0.0160	0.0000	114.6396
Waste						0.0000	0.0000		0.0000	0.0000	76.3246	0.0000	76.3246	4.5107	0.0000	189.0910
Water						0.0000	0.0000		0.0000	0.0000	46.9536	614.0179	660.9715	4.8479	0.1191	817.6664
Total	**4.6801**	**15.7183**	**11.2478**	**0.0401**	**1.2234**	**0.2816**	**1.5050**	**0.3378**	**0.2674**	**0.6051**	**123.2782**	**4,818.9915**	**4,942.2697**	**9.5204**	**0.1232**	**5,217.0002**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.41**	**2.66**	**1.82**	**4.23**	**6.02**	**3.37**	**5.54**	**6.02**	**3.42**	**4.89**	**41.67**	**10.87**	**12.03**	**37.60**	**20.82**	**13.71**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Improve Pedestrian Network

Implement Trip Reduction Program

Market Commute Trip Reduction Option

Employee Vanpool/Shuttle

Provide Riade Sharing Program

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.0147	13.3427	9.3292	0.0370	1.2234	0.1401	1.3635	0.3378	0.1339	0.4717	0.0000	3,539.7137	3,539.7137	0.0848	0.0000	3,541.8328
Unmitigated	1.0314	13.7487	9.5179	0.0386	1.3018	0.1481	1.4499	0.3594	0.1416	0.5010	0.0000	3,696.4341	3,696.4341	0.0881	0.0000	3,698.6367

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Unrefrigerated Warehouse-No Rail	184.00	184.00	184.00	788,572	741,105
Unrefrigerated Warehouse-No Rail	552.00	552.00	552.00	2,365,716	2,223,315
Total	736.00	736.00	736.00	3,154,288	2,964,420

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Unrefrigerated Warehouse-No Rail	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3
Unrefrigerated Warehouse-No Rail	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Unrefrigerated Warehouse-No Rail	0.088364	0.038449	0.184390	0.122109	0.017402	0.064400	0.131700	0.343900	0.001365	0.001213	0.004629	0.000959	0.001120

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	349.5914	349.5914	0.0144	2.9900e-003	350.8421
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	601.5573	601.5573	0.0248	5.1400e-003	603.7093
NaturalGas Mitigated	6.1700e-003	0.0561	0.0471	3.4000e-004		4.2600e-003	4.2600e-003		4.2600e-003	4.2600e-003	0.0000	61.0482	61.0482	1.1700e-003	1.1200e-003	61.4110
NaturalGas Unmitigated	8.7600e-003	0.0796	0.0669	4.8000e-004		6.0500e-003	6.0500e-003		6.0500e-003	6.0500e-003	0.0000	86.6628	86.6628	1.6600e-003	1.5900e-003	87.1778

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Unrefrigerated Warehouse-No Rail	1.218e+006	6.5700e-003	0.0597	0.0502	3.6000e-004		4.5400e-003	4.5400e-003		4.5400e-003	4.5400e-003	0.0000	64.9971	64.9971	1.2500e-003	1.1900e-003	65.3834
Unrefrigerated Warehouse-No Rail	406000	2.1900e-003	0.0199	0.0167	1.2000e-004		1.5100e-003	1.5100e-003		1.5100e-003	1.5100e-003	0.0000	21.6657	21.6657	4.2000e-004	4.0000e-004	21.7945

Total		**8.7600e-003**	**0.0796**	**0.0669**	**4.8000e-004**		**6.0500e-003**	**6.0500e-003**		**6.0500e-003**	**6.0500e-003**	**0.0000**	**86.6628**	**86.6628**	**1.6700e-003**	**1.5900e-003**	**87.1778**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Unrefrigerated Warehouse-No Rail	286000	1.5400e-003	0.0140	0.0118	8.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	15.2621	15.2621	2.9000e-004	2.8000e-004	15.3527
Unrefrigerated Warehouse-No Rail	858000	4.6300e-003	0.0421	0.0353	2.5000e-004		3.2000e-003	3.2000e-003		3.2000e-003	3.2000e-003	0.0000	45.7862	45.7862	8.8000e-004	8.4000e-004	46.0582
Total		**6.1700e-003**	**0.0561**	**0.0471**	**3.3000e-004**		**4.2700e-003**	**4.2700e-003**		**4.2700e-003**	**4.2700e-003**	**0.0000**	**61.0482**	**61.0482**	**1.1700e-003**	**1.1200e-003**	**61.4110**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Unrefrigerated Warehouse-No Rail	1.416e+006	451.1679	0.0186	3.8500e-003	452.7820
Unrefrigerated Warehouse-No Rail	472000	150.3893	6.2100e-003	1.2800e-003	150.9273
Total		**601.5573**	**0.0248**	**5.1300e-003**	**603.7093**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Unrefrigerated Warehouse-No Rail	274300	87.3979	3.6100e-003	7.5000e-004	87.7105
Unrefrigerated Warehouse-No Rail	822900	262.1936	0.0108	2.2400e-003	263.1316
Total		**349.5914**	**0.0144**	**2.9900e-003**	**350.8421**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	3.2626	9.0000e-005	0.0103	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0199	0.0199	5.0000e-005	0.0000	0.0212
Unmitigated	3.2626	9.0000e-005	0.0103	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0199	0.0199	5.0000e-005	0.0000	0.0212

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					

Architectural Coating	0.3708					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.8908					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	9.7000e-004	9.0000e-005	0.0103	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0199	0.0199	5.0000e-005	0.0000	0.0212
Total	**3.2626**	**9.0000e-005**	**0.0103**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**	**0.0000**	**0.0199**	**0.0199**	**5.0000e-005**	**0.0000**	**0.0212**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.3708					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.8908					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	9.7000e-004	9.0000e-005	0.0103	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0199	0.0199	5.0000e-005	0.0000	0.0212
Total	**3.2626**	**9.0000e-005**	**0.0103**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**	**0.0000**	**0.0199**	**0.0199**	**5.0000e-005**	**0.0000**	**0.0212**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	660.9715	4.8479	0.1191	817.6664
Unmitigated	826.2143	6.0599	0.1489	1,022.0830

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Unrefrigerated Warehouse-No Rail	185 / 0	826.2143	6.0599	0.1489	1,022.0830
Total		**826.2143**	**6.0599**	**0.1489**	**1,022.0830**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e

Land Use	Mgal	MT/yr			
Unrefrigerated Warehouse-No Rail	148 / 0	660.9715	4.8479	0.1191	817.6664
Total		**660.9715**	**4.8479**	**0.1191**	**817.6664**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	76.3246	4.5107	0.0000	189.0910
Unmitigated	152.6492	9.0213	0.0000	378.1819

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			

Unrefrigerated Warehouse-No Rail	752	152.6492	9.0213	0.0000	378.1819
Total		**152.6492**	**9.0213**	**0.0000**	**378.1819**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Unrefrigerated Warehouse-No Rail	376	76.3246	4.5107	0.0000	189.0910
Total		**76.3246**	**4.5107**	**0.0000**	**189.0910**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Forklifts	8	8.00	260	89	0.20	Electrical

UnMitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	tons/yr										MT/yr					
Forklifts	0.1505	1.3562	1.2336	1.6000e-003		0.1010	0.1010		0.0930	0.0930	0.0000	140.3613	140.3613	0.0454	0.0000	141.4962

Total	**0.1505**	**1.3562**	**1.2336**	**1.6000e-003**		**0.1010**	**0.1010**		**0.0930**	**0.0930**	**0.0000**	**140.3613**	**140.3613**	**0.0454**	**0.0000**	**141.4962**

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Fire Pump	2	3	100	500	0.73	Diesel
Emergency Generator	2	3	100	1000	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	tons/yr										MT/yr					
Emergency Generator - Diesel (750 - 9999 HP)	0.1641	0.7339	0.4184	7.9000e-004		0.0241	0.0241		0.0241	0.0241	0.0000	76.1594	76.1594	0.0107	0.0000	76.4264
Fire Pump - Diesel (300 - 600 HP)	0.0820	0.2293	0.2092	3.9000e-004		0.0121	0.0121		0.0121	0.0121	0.0000	38.0797	38.0797	5.3400e-003	0.0000	38.2132
Total	**0.2461**	**0.9632**	**0.6277**	**1.1800e-003**		**0.0362**	**0.0362**		**0.0362**	**0.0362**	**0.0000**	**114.2392**	**114.2392**	**0.0160**	**0.0000**	**114.6396**

11.0 Vegetation

HFCP - Proposed Project - Logistics Skechers Rates

Riverside-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	200.00	1000sqft	4.59	200,000.00	0
Unrefrigerated Warehouse-No Rail	600.00	1000sqft	13.77	600,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
Climate Zone	10			**Operational Year**	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - operational only run

Vehicle Trips - Trip rates per Skechers counts

Energy Use -

Mobile Land Use Mitigation -

Mobile Commute Mitigation - Trip reduction program, transit incentives, shuttles, ride sharing per MM AQ-5

Area Mitigation -

Energy Mitigation - Reduced energy per updated Title 24, MM AQ-4 Energy Star Appliances, MM AQ-9 LEED

Water Mitigation -

Waste Mitigation - MM AQ-8 Solid Waste Diversion

Fleet Mix - Per DEIR, fleet mix, HHD = 34.39%, MHD = 13.17%, LDH2=6.44%, Passenger = 46%

Operational Off-Road Equipment - equipment

Stationary Sources - Emergency Generators and Fire Pumps -

Vehicle Emission Factors - Updated with EMFAC 2017

Vehicle Emission Factors - Updated with EMFAC 2017

Vehicle Emission Factors - Updated with EMFAC 2017

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblFleetMix	HHD	0.07	0.34
tblFleetMix	LDA	0.54	0.09
tblFleetMix	LHD2	5.3390e-003	0.06
tblFleetMix	MHD	0.02	0.13
tblOperationalOffRoadEquipment	OperFuelType	Diesel	Electrical
tblOperationalOffRoadEquipment	OperLoadFactor	0.20	0.20
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	8.00
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	500.00
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	1,000.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	3.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	3.00
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	100.00
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	100.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	2.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	2.00

tblVehicleEF	HHD	1.50	0.22
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.11	0.00
tblVehicleEF	HHD	3.46	57.15
tblVehicleEF	HHD	0.46	0.49
tblVehicleEF	HHD	1.51	1.5810e-003
tblVehicleEF	HHD	6,555.40	11,402.12
tblVehicleEF	HHD	1,477.34	1,404.21
tblVehicleEF	HHD	4.68	0.01
tblVehicleEF	HHD	27.96	62.45
tblVehicleEF	HHD	3.07	3.84
tblVehicleEF	HHD	20.33	1.89
tblVehicleEF	HHD	0.02	0.12
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.07
tblVehicleEF	HHD	4.0000e-005	0.00
tblVehicleEF	HHD	0.02	0.12
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8710e-003	8.8120e-003
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	3.7000e-005	0.00
tblVehicleEF	HHD	9.2000e-005	2.6000e-005
tblVehicleEF	HHD	2.7720e-003	4.5000e-005
tblVehicleEF	HHD	0.90	4.69
tblVehicleEF	HHD	5.1000e-005	1.6000e-005
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	1.9500e-004	2.3800e-004
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	0.06	0.11

tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	7.2000e-005	0.00
tblVehicleEF	HHD	9.2000e-005	2.6000e-005
tblVehicleEF	HHD	2.7720e-003	4.5000e-005
tblVehicleEF	HHD	1.03	5.34
tblVehicleEF	HHD	5.1000e-005	1.6000e-005
tblVehicleEF	HHD	0.11	0.14
tblVehicleEF	HHD	1.9500e-004	2.3800e-004
tblVehicleEF	HHD	0.06	0.00
tblVehicleEF	HHD	1.42	0.23
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.11	0.00
tblVehicleEF	HHD	2.53	55.60
tblVehicleEF	HHD	0.46	0.49
tblVehicleEF	HHD	1.43	1.4920e-003
tblVehicleEF	HHD	6,940.41	11,398.05
tblVehicleEF	HHD	1,477.34	1,404.21
tblVehicleEF	HHD	4.68	0.01
tblVehicleEF	HHD	28.85	60.97
tblVehicleEF	HHD	2.90	3.63
tblVehicleEF	HHD	20.32	1.89
tblVehicleEF	HHD	0.02	0.12
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.07
tblVehicleEF	HHD	4.0000e-005	0.00
tblVehicleEF	HHD	0.01	0.11
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8710e-003	8.8120e-003
tblVehicleEF	HHD	0.02	0.06

tblVehicleEF	HHD	3.7000e-005	0.00
tblVehicleEF	HHD	1.7900e-004	4.9000e-005
tblVehicleEF	HHD	3.1980e-003	5.0000e-005
tblVehicleEF	HHD	0.84	4.86
tblVehicleEF	HHD	1.0100e-004	3.3000e-005
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	2.0100e-004	2.4400e-004
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	7.1000e-005	0.00
tblVehicleEF	HHD	1.7900e-004	4.9000e-005
tblVehicleEF	HHD	3.1980e-003	5.0000e-005
tblVehicleEF	HHD	0.97	5.54
tblVehicleEF	HHD	1.0100e-004	3.3000e-005
tblVehicleEF	HHD	0.11	0.14
tblVehicleEF	HHD	2.0100e-004	2.4400e-004
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	1.62	0.21
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.11	0.00
tblVehicleEF	HHD	4.76	59.28
tblVehicleEF	HHD	0.46	0.49
tblVehicleEF	HHD	1.51	1.5640e-003
tblVehicleEF	HHD	6,023.73	11,407.74
tblVehicleEF	HHD	1,477.34	1,404.21
tblVehicleEF	HHD	4.68	0.01
tblVehicleEF	HHD	26.74	64.48
tblVehicleEF	HHD	3.05	3.79
tblVehicleEF	HHD	20.33	1.89

tblVehicleEF	HHD	0.02	0.13
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.07
tblVehicleEF	HHD	4.0000e-005	0.00
tblVehicleEF	HHD	0.02	0.13
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8710e-003	8.8120e-003
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	3.7000e-005	0.00
tblVehicleEF	HHD	7.4000e-005	2.7000e-005
tblVehicleEF	HHD	2.9910e-003	5.1000e-005
tblVehicleEF	HHD	0.96	4.45
tblVehicleEF	HHD	4.5000e-005	1.7000e-005
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	2.0800e-004	2.5200e-004
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	0.06	0.11
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	7.2000e-005	0.00
tblVehicleEF	HHD	7.4000e-005	2.7000e-005
tblVehicleEF	HHD	2.9910e-003	5.1000e-005
tblVehicleEF	HHD	1.11	5.07
tblVehicleEF	HHD	4.5000e-005	1.7000e-005
tblVehicleEF	HHD	0.11	0.14
tblVehicleEF	HHD	2.0800e-004	2.5200e-004
tblVehicleEF	HHD	0.06	0.00
tblVehicleEF	LDA	4.4730e-003	2.7930e-003
tblVehicleEF	LDA	6.2970e-003	0.06
tblVehicleEF	LDA	0.62	0.71

tblVehicleEF	LDA	1.29	2.21
tblVehicleEF	LDA	266.01	270.87
tblVehicleEF	LDA	60.91	56.42
tblVehicleEF	LDA	0.05	0.05
tblVehicleEF	LDA	0.09	0.20
tblVehicleEF	LDA	1.6430e-003	1.5090e-003
tblVehicleEF	LDA	2.2790e-003	1.9920e-003
tblVehicleEF	LDA	1.5150e-003	1.3900e-003
tblVehicleEF	LDA	2.0950e-003	1.8320e-003
tblVehicleEF	LDA	0.06	0.30
tblVehicleEF	LDA	0.11	0.10
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.22
tblVehicleEF	LDA	0.08	0.25
tblVehicleEF	LDA	2.6640e-003	2.6800e-003
tblVehicleEF	LDA	6.3100e-004	5.5800e-004
tblVehicleEF	LDA	0.06	0.30
tblVehicleEF	LDA	0.11	0.10
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.22
tblVehicleEF	LDA	0.09	0.28
tblVehicleEF	LDA	5.0810e-003	3.1460e-003
tblVehicleEF	LDA	5.4700e-003	0.05
tblVehicleEF	LDA	0.76	0.85
tblVehicleEF	LDA	1.14	1.85
tblVehicleEF	LDA	289.77	292.94
tblVehicleEF	LDA	60.91	55.74
tblVehicleEF	LDA	0.05	0.04

tblVehicleEF	LDA	0.08	0.19
tblVehicleEF	LDA	1.6430e-003	1.5090e-003
tblVehicleEF	LDA	2.2790e-003	1.9920e-003
tblVehicleEF	LDA	1.5150e-003	1.3900e-003
tblVehicleEF	LDA	2.0950e-003	1.8320e-003
tblVehicleEF	LDA	0.11	0.56
tblVehicleEF	LDA	0.13	0.12
tblVehicleEF	LDA	0.08	0.44
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.21
tblVehicleEF	LDA	0.07	0.22
tblVehicleEF	LDA	2.9040e-003	2.8980e-003
tblVehicleEF	LDA	6.2800e-004	5.5200e-004
tblVehicleEF	LDA	0.11	0.56
tblVehicleEF	LDA	0.13	0.12
tblVehicleEF	LDA	0.08	0.44
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.21
tblVehicleEF	LDA	0.08	0.24
tblVehicleEF	LDA	4.3110e-003	2.7450e-003
tblVehicleEF	LDA	6.4670e-003	0.06
tblVehicleEF	LDA	0.58	0.68
tblVehicleEF	LDA	1.32	2.19
tblVehicleEF	LDA	259.39	267.14
tblVehicleEF	LDA	60.91	56.40
tblVehicleEF	LDA	0.05	0.04
tblVehicleEF	LDA	0.09	0.20
tblVehicleEF	LDA	1.6430e-003	1.5090e-003
tblVehicleEF	LDA	2.2790e-003	1.9920e-003
tblVehicleEF	LDA	1.5150e-003	1.3900e-003

tblVehicleEF	LDA	2.0950e-003	1.8320e-003
tblVehicleEF	LDA	0.05	0.30
tblVehicleEF	LDA	0.12	0.12
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.24
tblVehicleEF	LDA	0.09	0.25
tblVehicleEF	LDA	2.5980e-003	2.6430e-003
tblVehicleEF	LDA	6.3200e-004	5.5800e-004
tblVehicleEF	LDA	0.05	0.30
tblVehicleEF	LDA	0.12	0.12
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.24
tblVehicleEF	LDA	0.10	0.28
tblVehicleEF	LDT1	0.01	8.9240e-003
tblVehicleEF	LDT1	0.02	0.10
tblVehicleEF	LDT1	1.62	1.77
tblVehicleEF	LDT1	3.78	2.55
tblVehicleEF	LDT1	325.17	321.11
tblVehicleEF	LDT1	74.01	68.78
tblVehicleEF	LDT1	0.16	0.16
tblVehicleEF	LDT1	0.23	0.34
tblVehicleEF	LDT1	2.6810e-003	2.4860e-003
tblVehicleEF	LDT1	3.8960e-003	3.2230e-003
tblVehicleEF	LDT1	2.4680e-003	2.2880e-003
tblVehicleEF	LDT1	3.5830e-003	2.9630e-003
tblVehicleEF	LDT1	0.22	0.97
tblVehicleEF	LDT1	0.37	0.29
tblVehicleEF	LDT1	0.15	0.65

tblVehicleEF	LDT1	0.03	0.04
tblVehicleEF	LDT1	0.22	0.95
tblVehicleEF	LDT1	0.27	0.51
tblVehicleEF	LDT1	3.2720e-003	3.1780e-003
tblVehicleEF	LDT1	8.0700e-004	6.8100e-004
tblVehicleEF	LDT1	0.22	0.97
tblVehicleEF	LDT1	0.37	0.29
tblVehicleEF	LDT1	0.15	0.65
tblVehicleEF	LDT1	0.05	0.06
tblVehicleEF	LDT1	0.22	0.95
tblVehicleEF	LDT1	0.30	0.56
tblVehicleEF	LDT1	0.02	9.9410e-003
tblVehicleEF	LDT1	0.02	0.08
tblVehicleEF	LDT1	1.95	2.08
tblVehicleEF	LDT1	3.33	2.13
tblVehicleEF	LDT1	353.10	344.18
tblVehicleEF	LDT1	74.01	67.86
tblVehicleEF	LDT1	0.15	0.15
tblVehicleEF	LDT1	0.22	0.32
tblVehicleEF	LDT1	2.6810e-003	2.4860e-003
tblVehicleEF	LDT1	3.8960e-003	3.2230e-003
tblVehicleEF	LDT1	2.4680e-003	2.2880e-003
tblVehicleEF	LDT1	3.5830e-003	2.9630e-003
tblVehicleEF	LDT1	0.44	1.80
tblVehicleEF	LDT1	0.46	0.35
tblVehicleEF	LDT1	0.29	1.26
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.22	0.93
tblVehicleEF	LDT1	0.23	0.44
tblVehicleEF	LDT1	3.5570e-003	3.4060e-003

tblVehicleEF	LDT1	7.9900e-004	6.7200e-004
tblVehicleEF	LDT1	0.44	1.80
tblVehicleEF	LDT1	0.46	0.35
tblVehicleEF	LDT1	0.29	1.26
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.22	0.93
tblVehicleEF	LDT1	0.26	0.48
tblVehicleEF	LDT1	0.01	8.7780e-003
tblVehicleEF	LDT1	0.02	0.10
tblVehicleEF	LDT1	1.52	1.71
tblVehicleEF	LDT1	3.84	2.53
tblVehicleEF	LDT1	316.88	317.20
tblVehicleEF	LDT1	74.01	68.75
tblVehicleEF	LDT1	0.16	0.16
tblVehicleEF	LDT1	0.23	0.34
tblVehicleEF	LDT1	2.6810e-003	2.4860e-003
tblVehicleEF	LDT1	3.8960e-003	3.2230e-003
tblVehicleEF	LDT1	2.4680e-003	2.2880e-003
tblVehicleEF	LDT1	3.5830e-003	2.9630e-003
tblVehicleEF	LDT1	0.19	0.99
tblVehicleEF	LDT1	0.41	0.34
tblVehicleEF	LDT1	0.13	0.65
tblVehicleEF	LDT1	0.03	0.04
tblVehicleEF	LDT1	0.25	1.11
tblVehicleEF	LDT1	0.28	0.51
tblVehicleEF	LDT1	3.1880e-003	3.1390e-003
tblVehicleEF	LDT1	8.0800e-004	6.8000e-004
tblVehicleEF	LDT1	0.19	0.99
tblVehicleEF	LDT1	0.41	0.34
tblVehicleEF	LDT1	0.13	0.65

tblVehicleEF	LDT1	0.05	0.06
tblVehicleEF	LDT1	0.25	1.11
tblVehicleEF	LDT1	0.30	0.56
tblVehicleEF	LDT2	6.1110e-003	4.5190e-003
tblVehicleEF	LDT2	8.2750e-003	0.08
tblVehicleEF	LDT2	0.82	1.03
tblVehicleEF	LDT2	1.71	2.88
tblVehicleEF	LDT2	366.61	346.07
tblVehicleEF	LDT2	83.75	74.32
tblVehicleEF	LDT2	0.09	0.10
tblVehicleEF	LDT2	0.15	0.34
tblVehicleEF	LDT2	1.6030e-003	1.5600e-003
tblVehicleEF	LDT2	2.3200e-003	2.0380e-003
tblVehicleEF	LDT2	1.4740e-003	1.4360e-003
tblVehicleEF	LDT2	2.1330e-003	1.8740e-003
tblVehicleEF	LDT2	0.07	0.45
tblVehicleEF	LDT2	0.13	0.14
tblVehicleEF	LDT2	0.06	0.37
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.44
tblVehicleEF	LDT2	0.11	0.37
tblVehicleEF	LDT2	3.6730e-003	3.4240e-003
tblVehicleEF	LDT2	8.6600e-004	7.3500e-004
tblVehicleEF	LDT2	0.07	0.45
tblVehicleEF	LDT2	0.13	0.14
tblVehicleEF	LDT2	0.06	0.37
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.07	0.44
tblVehicleEF	LDT2	0.12	0.40
tblVehicleEF	LDT2	6.9350e-003	5.0670e-003

tblVehicleEF	LDT2	7.1890e-003	0.07
tblVehicleEF	LDT2	1.00	1.22
tblVehicleEF	LDT2	1.51	2.40
tblVehicleEF	LDT2	398.95	368.67
tblVehicleEF	LDT2	83.75	73.39
tblVehicleEF	LDT2	0.08	0.09
tblVehicleEF	LDT2	0.15	0.32
tblVehicleEF	LDT2	1.6030e-003	1.5600e-003
tblVehicleEF	LDT2	2.3200e-003	2.0380e-003
tblVehicleEF	LDT2	1.4740e-003	1.4360e-003
tblVehicleEF	LDT2	2.1330e-003	1.8740e-003
tblVehicleEF	LDT2	0.14	0.83
tblVehicleEF	LDT2	0.15	0.16
tblVehicleEF	LDT2	0.11	0.69
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.43
tblVehicleEF	LDT2	0.10	0.32
tblVehicleEF	LDT2	3.9980e-003	3.6480e-003
tblVehicleEF	LDT2	8.6300e-004	7.2600e-004
tblVehicleEF	LDT2	0.14	0.83
tblVehicleEF	LDT2	0.15	0.16
tblVehicleEF	LDT2	0.11	0.69
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.07	0.43
tblVehicleEF	LDT2	0.11	0.35
tblVehicleEF	LDT2	5.8750e-003	4.4430e-003
tblVehicleEF	LDT2	8.5090e-003	0.08
tblVehicleEF	LDT2	0.76	0.99
tblVehicleEF	LDT2	1.74	2.86
tblVehicleEF	LDT2	356.95	342.25

tblVehicleEF	LDT2	83.75	74.28
tblVehicleEF	LDT2	0.08	0.09
tblVehicleEF	LDT2	0.15	0.34
tblVehicleEF	LDT2	1.6030e-003	1.5600e-003
tblVehicleEF	LDT2	2.3200e-003	2.0380e-003
tblVehicleEF	LDT2	1.4740e-003	1.4360e-003
tblVehicleEF	LDT2	2.1330e-003	1.8740e-003
tblVehicleEF	LDT2	0.06	0.44
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.05	0.37
tblVehicleEF	LDT2	0.01	0.02
tblVehicleEF	LDT2	0.08	0.51
tblVehicleEF	LDT2	0.11	0.37
tblVehicleEF	LDT2	3.5750e-003	3.3860e-003
tblVehicleEF	LDT2	8.6700e-004	7.3500e-004
tblVehicleEF	LDT2	0.06	0.44
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.05	0.37
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.08	0.51
tblVehicleEF	LDT2	0.13	0.40
tblVehicleEF	LHD1	5.6490e-003	0.07
tblVehicleEF	LHD1	0.01	5.8570e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.15	2.30
tblVehicleEF	LHD1	1.03	0.81
tblVehicleEF	LHD1	2.54	0.88
tblVehicleEF	LHD1	9.27	131.32
tblVehicleEF	LHD1	612.92	640.47
tblVehicleEF	LHD1	30.90	9.43

tblVehicleEF	LHD1	0.09	1.25
tblVehicleEF	LHD1	2.35	1.83
tblVehicleEF	LHD1	1.02	0.28
tblVehicleEF	LHD1	9.6900e-004	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.2500e-004	2.2200e-004
tblVehicleEF	LHD1	9.2700e-004	0.01
tblVehicleEF	LHD1	2.5280e-003	2.5110e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.5100e-004	2.0500e-004
tblVehicleEF	LHD1	3.9460e-003	0.04
tblVehicleEF	LHD1	0.10	0.07
tblVehicleEF	LHD1	0.02	0.28
tblVehicleEF	LHD1	1.9130e-003	0.02
tblVehicleEF	LHD1	0.08	0.07
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.28	0.07
tblVehicleEF	LHD1	9.3000e-005	1.2680e-003
tblVehicleEF	LHD1	6.0140e-003	6.2270e-003
tblVehicleEF	LHD1	3.5800e-004	9.3000e-005
tblVehicleEF	LHD1	3.9460e-003	0.04
tblVehicleEF	LHD1	0.10	0.07
tblVehicleEF	LHD1	0.02	0.40
tblVehicleEF	LHD1	1.9130e-003	0.02
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.30	0.08
tblVehicleEF	LHD1	5.6490e-003	0.07
tblVehicleEF	LHD1	0.01	5.9510e-003

tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.15	2.30
tblVehicleEF	LHD1	1.05	0.82
tblVehicleEF	LHD1	2.42	0.84
tblVehicleEF	LHD1	9.27	131.32
tblVehicleEF	LHD1	612.92	640.49
tblVehicleEF	LHD1	30.90	9.34
tblVehicleEF	LHD1	0.09	1.25
tblVehicleEF	LHD1	2.21	1.72
tblVehicleEF	LHD1	0.98	0.27
tblVehicleEF	LHD1	9.6900e-004	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.2500e-004	2.2200e-004
tblVehicleEF	LHD1	9.2700e-004	0.01
tblVehicleEF	LHD1	2.5280e-003	2.5110e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.5100e-004	2.0500e-004
tblVehicleEF	LHD1	7.3960e-003	0.07
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.02	0.28
tblVehicleEF	LHD1	3.6890e-003	0.04
tblVehicleEF	LHD1	0.08	0.07
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.27	0.07
tblVehicleEF	LHD1	9.3000e-005	1.2680e-003
tblVehicleEF	LHD1	6.0140e-003	6.2270e-003
tblVehicleEF	LHD1	3.5500e-004	9.2000e-005
tblVehicleEF	LHD1	7.3960e-003	0.07
tblVehicleEF	LHD1	0.12	0.08

tblVehicleEF	LHD1	0.02	0.40
tblVehicleEF	LHD1	3.6890e-003	0.04
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.29	0.08
tblVehicleEF	LHD1	5.6490e-003	0.07
tblVehicleEF	LHD1	0.01	5.8660e-003
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tblVehicleEF	LHD1	0.15	2.30
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tblVehicleEF	LHD1	2.54	0.87
tblVehicleEF	LHD1	9.27	131.32
tblVehicleEF	LHD1	612.92	640.47
tblVehicleEF	LHD1	30.90	9.41
tblVehicleEF	LHD1	0.09	1.25
tblVehicleEF	LHD1	2.32	1.80
tblVehicleEF	LHD1	1.01	0.28
tblVehicleEF	LHD1	9.6900e-004	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.2500e-004	2.2200e-004
tblVehicleEF	LHD1	9.2700e-004	0.01
tblVehicleEF	LHD1	2.5280e-003	2.5110e-003
tblVehicleEF	LHD1	0.01	0.01
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tblVehicleEF	LHD1	3.5540e-003	0.04
tblVehicleEF	LHD1	0.12	0.08
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tblVehicleEF	LHD1	1.7480e-003	0.02
tblVehicleEF	LHD1	0.08	0.07

tblVehicleEF	LHD1	0.33	0.48
tblVehicleEF	LHD1	0.28	0.07
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tblVehicleEF	LHD1	3.5540e-003	0.04
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.02	0.40
tblVehicleEF	LHD1	1.7480e-003	0.02
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.33	0.48
tblVehicleEF	LHD1	0.30	0.08
tblVehicleEF	LHD2	3.8330e-003	0.04
tblVehicleEF	LHD2	5.1000e-003	4.0970e-003
tblVehicleEF	LHD2	9.1950e-003	7.3890e-003
tblVehicleEF	LHD2	0.12	1.66
tblVehicleEF	LHD2	0.56	0.56
tblVehicleEF	LHD2	1.23	0.45
tblVehicleEF	LHD2	14.53	202.06
tblVehicleEF	LHD2	609.83	634.08
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tblVehicleEF	LHD2	0.56	0.15
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tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	4.1000e-004	9.4000e-005
tblVehicleEF	LHD2	1.2930e-003	0.02
tblVehicleEF	LHD2	2.6930e-003	2.7370e-003

tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.7700e-004	8.7000e-005
tblVehicleEF	LHD2	1.5990e-003	0.02
tblVehicleEF	LHD2	0.04	0.03
tblVehicleEF	LHD2	0.01	0.20
tblVehicleEF	LHD2	8.1500e-004	8.4590e-003
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.12	0.04
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tblVehicleEF	LHD2	5.9300e-003	6.1000e-003
tblVehicleEF	LHD2	2.6200e-004	5.7000e-005
tblVehicleEF	LHD2	1.5990e-003	0.02
tblVehicleEF	LHD2	0.04	0.03
tblVehicleEF	LHD2	0.02	0.27
tblVehicleEF	LHD2	8.1500e-004	8.4590e-003
tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.14	0.04
tblVehicleEF	LHD2	3.8330e-003	0.04
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tblVehicleEF	LHD2	609.83	634.09
tblVehicleEF	LHD2	23.90	5.68
tblVehicleEF	LHD2	0.12	1.79
tblVehicleEF	LHD2	1.83	1.89

tblVehicleEF	LHD2	0.54	0.14
tblVehicleEF	LHD2	1.3510e-003	0.02
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tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	4.1000e-004	9.4000e-005
tblVehicleEF	LHD2	1.2930e-003	0.02
tblVehicleEF	LHD2	2.6930e-003	2.7370e-003
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tblVehicleEF	LHD2	3.7700e-004	8.7000e-005
tblVehicleEF	LHD2	3.0260e-003	0.03
tblVehicleEF	LHD2	0.05	0.04
tblVehicleEF	LHD2	0.01	0.20
tblVehicleEF	LHD2	1.5540e-003	0.02
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.12	0.03
tblVehicleEF	LHD2	1.4200e-004	1.9270e-003
tblVehicleEF	LHD2	5.9300e-003	6.1000e-003
tblVehicleEF	LHD2	2.6100e-004	5.6000e-005
tblVehicleEF	LHD2	3.0260e-003	0.03
tblVehicleEF	LHD2	0.05	0.04
tblVehicleEF	LHD2	0.02	0.27
tblVehicleEF	LHD2	1.5540e-003	0.02
tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.13	0.04
tblVehicleEF	LHD2	3.8330e-003	0.04
tblVehicleEF	LHD2	5.0860e-003	4.1010e-003
tblVehicleEF	LHD2	9.2490e-003	7.3380e-003
tblVehicleEF	LHD2	0.12	1.66

tblVehicleEF	LHD2	0.56	0.56
tblVehicleEF	LHD2	1.24	0.45
tblVehicleEF	LHD2	14.53	202.06
tblVehicleEF	LHD2	609.83	634.08
tblVehicleEF	LHD2	23.90	5.72
tblVehicleEF	LHD2	0.12	1.79
tblVehicleEF	LHD2	1.92	1.97
tblVehicleEF	LHD2	0.56	0.15
tblVehicleEF	LHD2	1.3510e-003	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	4.1000e-004	9.4000e-005
tblVehicleEF	LHD2	1.2930e-003	0.02
tblVehicleEF	LHD2	2.6930e-003	2.7370e-003
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tblVehicleEF	LHD2	3.7700e-004	8.7000e-005
tblVehicleEF	LHD2	1.2860e-003	0.02
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.01	0.20
tblVehicleEF	LHD2	6.9100e-004	8.8280e-003
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.10	0.21
tblVehicleEF	LHD2	0.12	0.04
tblVehicleEF	LHD2	1.4200e-004	1.9270e-003
tblVehicleEF	LHD2	5.9300e-003	6.1000e-003
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tblVehicleEF	LHD2	1.2860e-003	0.02
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.02	0.27
tblVehicleEF	LHD2	6.9100e-004	8.8280e-003

tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	0.10	0.21
tblVehicleEF	LHD2	0.14	0.04
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tblVehicleEF	MCY	0.15	0.25
tblVehicleEF	MCY	19.93	19.76
tblVehicleEF	MCY	9.66	8.58
tblVehicleEF	MCY	164.88	207.31
tblVehicleEF	MCY	46.70	61.27
tblVehicleEF	MCY	1.13	1.13
tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	1.7160e-003	1.6670e-003
tblVehicleEF	MCY	3.4600e-003	2.9080e-003
tblVehicleEF	MCY	1.6070e-003	1.5620e-003
tblVehicleEF	MCY	3.2650e-003	2.7430e-003
tblVehicleEF	MCY	1.68	2.82
tblVehicleEF	MCY	0.86	0.79
tblVehicleEF	MCY	0.93	1.51
tblVehicleEF	MCY	2.17	2.17
tblVehicleEF	MCY	0.58	1.92
tblVehicleEF	MCY	2.09	1.86
tblVehicleEF	MCY	2.0370e-003	2.0520e-003
tblVehicleEF	MCY	6.8600e-004	6.0600e-004
tblVehicleEF	MCY	1.68	2.82
tblVehicleEF	MCY	0.86	0.79
tblVehicleEF	MCY	0.93	1.51
tblVehicleEF	MCY	2.66	2.66
tblVehicleEF	MCY	0.58	1.92
tblVehicleEF	MCY	2.27	2.02
tblVehicleEF	MCY	0.41	0.31

tblVehicleEF	MCY	0.14	0.22
tblVehicleEF	MCY	20.66	19.72
tblVehicleEF	MCY	9.11	7.89
tblVehicleEF	MCY	164.88	207.06
tblVehicleEF	MCY	46.70	59.40
tblVehicleEF	MCY	0.98	0.98
tblVehicleEF	MCY	0.29	0.25
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tblVehicleEF	MCY	3.4600e-003	2.9080e-003
tblVehicleEF	MCY	1.6070e-003	1.5620e-003
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tblVehicleEF	MCY	3.35	5.42
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tblVehicleEF	MCY	2.10	3.43
tblVehicleEF	MCY	2.15	2.12
tblVehicleEF	MCY	0.58	1.89
tblVehicleEF	MCY	1.87	1.63
tblVehicleEF	MCY	2.0470e-003	2.0490e-003
tblVehicleEF	MCY	6.7100e-004	5.8800e-004
tblVehicleEF	MCY	3.35	5.42
tblVehicleEF	MCY	1.25	1.08
tblVehicleEF	MCY	2.10	3.43
tblVehicleEF	MCY	2.63	2.60
tblVehicleEF	MCY	0.58	1.89
tblVehicleEF	MCY	2.03	1.77
tblVehicleEF	MCY	0.41	0.32
tblVehicleEF	MCY	0.15	0.24
tblVehicleEF	MCY	19.43	19.16
tblVehicleEF	MCY	9.60	8.36
tblVehicleEF	MCY	164.88	206.28

tblVehicleEF	MCY	46.70	60.77
tblVehicleEF	MCY	1.13	1.10
tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	1.7160e-003	1.6670e-003
tblVehicleEF	MCY	3.4600e-003	2.9080e-003
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tblVehicleEF	MCY	1.60	3.24
tblVehicleEF	MCY	1.06	1.05
tblVehicleEF	MCY	0.75	1.52
tblVehicleEF	MCY	2.17	2.15
tblVehicleEF	MCY	0.66	2.19
tblVehicleEF	MCY	2.10	1.82
tblVehicleEF	MCY	2.0290e-003	2.0410e-003
tblVehicleEF	MCY	6.8600e-004	6.0100e-004
tblVehicleEF	MCY	1.60	3.24
tblVehicleEF	MCY	1.06	1.05
tblVehicleEF	MCY	0.75	1.52
tblVehicleEF	MCY	2.66	2.63
tblVehicleEF	MCY	0.66	2.19
tblVehicleEF	MCY	2.28	1.98
tblVehicleEF	MDV	0.01	6.2680e-003
tblVehicleEF	MDV	0.02	0.10
tblVehicleEF	MDV	1.58	1.28
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tblVehicleEF	MDV	501.88	430.06
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tblVehicleEF	MDV	0.19	0.13
tblVehicleEF	MDV	0.34	0.43
tblVehicleEF	MDV	1.7360e-003	1.6260e-003

tblVehicleEF	MDV	2.5110e-003	2.1290e-003
tblVehicleEF	MDV	1.6010e-003	1.5010e-003
tblVehicleEF	MDV	2.3110e-003	1.9590e-003
tblVehicleEF	MDV	0.11	0.51
tblVehicleEF	MDV	0.21	0.17
tblVehicleEF	MDV	0.09	0.44
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.11	0.49
tblVehicleEF	MDV	0.27	0.49
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tblVehicleEF	MDV	0.11	0.51
tblVehicleEF	MDV	0.21	0.17
tblVehicleEF	MDV	0.09	0.44
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.11	0.49
tblVehicleEF	MDV	0.30	0.54
tblVehicleEF	MDV	0.02	6.9690e-003
tblVehicleEF	MDV	0.02	0.09
tblVehicleEF	MDV	1.91	1.51
tblVehicleEF	MDV	3.08	2.90
tblVehicleEF	MDV	544.80	454.20
tblVehicleEF	MDV	112.78	90.40
tblVehicleEF	MDV	0.18	0.12
tblVehicleEF	MDV	0.33	0.40
tblVehicleEF	MDV	1.7360e-003	1.6260e-003
tblVehicleEF	MDV	2.5110e-003	2.1290e-003
tblVehicleEF	MDV	1.6010e-003	1.5010e-003
tblVehicleEF	MDV	2.3110e-003	1.9590e-003
tblVehicleEF	MDV	0.22	0.95

tblVehicleEF	MDV	0.24	0.19
tblVehicleEF	MDV	0.17	0.82
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.11	0.48
tblVehicleEF	MDV	0.24	0.42
tblVehicleEF	MDV	5.4670e-003	4.4910e-003
tblVehicleEF	MDV	1.1820e-003	8.9500e-004
tblVehicleEF	MDV	0.22	0.95
tblVehicleEF	MDV	0.24	0.19
tblVehicleEF	MDV	0.17	0.82
tblVehicleEF	MDV	0.06	0.04
tblVehicleEF	MDV	0.11	0.48
tblVehicleEF	MDV	0.26	0.46
tblVehicleEF	MDV	0.01	6.1580e-003
tblVehicleEF	MDV	0.02	0.10
tblVehicleEF	MDV	1.48	1.23
tblVehicleEF	MDV	3.54	3.44
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tblVehicleEF	MDV	112.78	91.50
tblVehicleEF	MDV	0.18	0.13
tblVehicleEF	MDV	0.34	0.42
tblVehicleEF	MDV	1.7360e-003	1.6260e-003
tblVehicleEF	MDV	2.5110e-003	2.1290e-003
tblVehicleEF	MDV	1.6010e-003	1.5010e-003
tblVehicleEF	MDV	2.3110e-003	1.9590e-003
tblVehicleEF	MDV	0.09	0.49
tblVehicleEF	MDV	0.22	0.18
tblVehicleEF	MDV	0.08	0.45
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.13	0.56

tblVehicleEF	MDV	0.28	0.49
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tblVehicleEF	MDV	1.1910e-003	9.0500e-004
tblVehicleEF	MDV	0.09	0.49
tblVehicleEF	MDV	0.22	0.18
tblVehicleEF	MDV	0.08	0.45
tblVehicleEF	MDV	0.05	0.04
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tblVehicleEF	MH	0.03	0.02
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tblVehicleEF	MH	0.13	0.13
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.05	0.04
tblVehicleEF	MH	1.2480e-003	2.7100e-004
tblVehicleEF	MH	3.2450e-003	3.2810e-003
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.1520e-003	2.4900e-004
tblVehicleEF	MH	1.64	0.12
tblVehicleEF	MH	0.09	0.07
tblVehicleEF	MH	0.56	0.04
tblVehicleEF	MH	0.11	0.07
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.39	0.10

tblVehicleEF	MH	9.9900e-003	0.01
tblVehicleEF	MH	7.0000e-004	1.9000e-004
tblVehicleEF	MH	1.64	0.12
tblVehicleEF	MH	0.09	0.07
tblVehicleEF	MH	0.56	0.04
tblVehicleEF	MH	0.15	0.09
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.42	0.11
tblVehicleEF	MH	0.03	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.24	1.64
tblVehicleEF	MH	5.95	2.05
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tblVehicleEF	MH	1.63	1.54
tblVehicleEF	MH	0.86	0.22
tblVehicleEF	MH	0.13	0.13
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.05	0.04
tblVehicleEF	MH	1.2480e-003	2.7100e-004
tblVehicleEF	MH	3.2450e-003	3.2810e-003
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.1520e-003	2.4900e-004
tblVehicleEF	MH	3.01	0.21
tblVehicleEF	MH	0.10	0.08
tblVehicleEF	MH	1.11	0.08
tblVehicleEF	MH	0.11	0.07
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.37	0.10
tblVehicleEF	MH	9.9910e-003	0.01

tblVehicleEF	MH	6.9300e-004	1.8800e-004
tblVehicleEF	MH	3.01	0.21
tblVehicleEF	MH	0.10	0.08
tblVehicleEF	MH	1.11	0.08
tblVehicleEF	MH	0.15	0.09
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.40	0.11
tblVehicleEF	MH	0.03	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.12	1.60
tblVehicleEF	MH	6.40	2.20
tblVehicleEF	MH	1,005.77	1,483.02
tblVehicleEF	MH	58.82	19.21
tblVehicleEF	MH	1.74	1.62
tblVehicleEF	MH	0.89	0.23
tblVehicleEF	MH	0.13	0.13
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.05	0.04
tblVehicleEF	MH	1.2480e-003	2.7100e-004
tblVehicleEF	MH	3.2450e-003	3.2810e-003
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.1520e-003	2.4900e-004
tblVehicleEF	MH	1.67	0.14
tblVehicleEF	MH	0.11	0.09
tblVehicleEF	MH	0.55	0.05
tblVehicleEF	MH	0.11	0.07
tblVehicleEF	MH	0.03	1.64
tblVehicleEF	MH	0.39	0.10
tblVehicleEF	MH	9.9890e-003	0.01
tblVehicleEF	MH	7.0000e-004	1.9000e-004

tblVehicleEF	MH	1.67	0.14
tblVehicleEF	MH	0.11	0.09
tblVehicleEF	MH	0.55	0.05
tblVehicleEF	MH	0.15	0.09
tblVehicleEF	MH	0.03	1.64
tblVehicleEF	MH	0.42	0.11
tblVehicleEF	MHD	0.02	0.02
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tblVehicleEF	MHD	0.06	2.7490e-003
tblVehicleEF	MHD	0.43	3.13
tblVehicleEF	MHD	0.47	0.63
tblVehicleEF	MHD	6.54	0.33
tblVehicleEF	MHD	156.54	823.90
tblVehicleEF	MHD	1,067.94	996.67
tblVehicleEF	MHD	55.18	2.67
tblVehicleEF	MHD	1.06	8.54
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tblVehicleEF	MHD	11.65	1.14
tblVehicleEF	MHD	3.7720e-003	0.03
tblVehicleEF	MHD	0.06	0.10
tblVehicleEF	MHD	8.1800e-004	3.3000e-005
tblVehicleEF	MHD	3.6080e-003	0.03
tblVehicleEF	MHD	0.05	0.10
tblVehicleEF	MHD	7.5200e-004	3.0000e-005
tblVehicleEF	MHD	1.8750e-003	3.9160e-003
tblVehicleEF	MHD	0.05	6.3490e-003
tblVehicleEF	MHD	0.03	0.19
tblVehicleEF	MHD	9.0500e-004	2.0170e-003
tblVehicleEF	MHD	0.07	0.14
tblVehicleEF	MHD	0.02	0.03

tblVehicleEF	MHD	0.40	0.02
tblVehicleEF	MHD	1.5050e-003	7.8000e-003
tblVehicleEF	MHD	0.01	9.4650e-003
tblVehicleEF	MHD	6.6700e-004	2.6000e-005
tblVehicleEF	MHD	1.8750e-003	3.9160e-003
tblVehicleEF	MHD	0.05	6.3490e-003
tblVehicleEF	MHD	0.05	0.24
tblVehicleEF	MHD	9.0500e-004	2.0170e-003
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tblVehicleEF	MHD	0.02	0.02
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tblVehicleEF	MHD	0.31	2.59
tblVehicleEF	MHD	0.47	0.63
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tblVehicleEF	MHD	165.81	844.30
tblVehicleEF	MHD	1,067.94	996.68
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tblVehicleEF	MHD	1.10	8.69
tblVehicleEF	MHD	1.60	2.86
tblVehicleEF	MHD	11.62	1.14
tblVehicleEF	MHD	3.1790e-003	0.03
tblVehicleEF	MHD	0.06	0.10
tblVehicleEF	MHD	8.1800e-004	3.3000e-005
tblVehicleEF	MHD	3.0420e-003	0.03
tblVehicleEF	MHD	0.05	0.10
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tblVehicleEF	MHD	3.6340e-003	7.0900e-003

tblVehicleEF	MHD	0.06	7.2690e-003
tblVehicleEF	MHD	0.03	0.18
tblVehicleEF	MHD	1.7950e-003	4.0620e-003
tblVehicleEF	MHD	0.07	0.14
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.38	0.01
tblVehicleEF	MHD	1.5920e-003	7.9940e-003
tblVehicleEF	MHD	0.01	9.4650e-003
tblVehicleEF	MHD	6.6100e-004	2.6000e-005
tblVehicleEF	MHD	3.6340e-003	7.0900e-003
tblVehicleEF	MHD	0.06	7.2690e-003
tblVehicleEF	MHD	0.04	0.23
tblVehicleEF	MHD	1.7950e-003	4.0620e-003
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tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.42	0.02
tblVehicleEF	MHD	0.02	0.02
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tblVehicleEF	MHD	0.06	2.7240e-003
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tblVehicleEF	MHD	11.66	1.14
tblVehicleEF	MHD	4.5890e-003	0.04
tblVehicleEF	MHD	0.06	0.10

tblVehicleEF	MHD	8.1800e-004	3.3000e-005
tblVehicleEF	MHD	4.3910e-003	0.04
tblVehicleEF	MHD	0.05	0.10
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tblVehicleEF	MHD	1.4650e-003	4.2490e-003
tblVehicleEF	MHD	0.05	7.1500e-003
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tblVehicleEF	MHD	0.07	0.14
tblVehicleEF	MHD	0.02	0.04
tblVehicleEF	MHD	0.40	0.02
tblVehicleEF	MHD	1.3840e-003	7.5330e-003
tblVehicleEF	MHD	0.01	9.4650e-003
tblVehicleEF	MHD	6.6800e-004	2.6000e-005
tblVehicleEF	MHD	1.4650e-003	4.2490e-003
tblVehicleEF	MHD	0.05	7.1500e-003
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tblVehicleEF	OBUS	0.03	0.02
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tblVehicleEF	OBUS	1,103.17	1,428.64
tblVehicleEF	OBUS	70.73	14.20

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tblVehicleEF	OBUS	1.7700e-004	0.06
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tblVehicleEF	OBUS	7.1510e-003	0.06
tblVehicleEF	OBUS	8.2800e-004	1.4300e-004
tblVehicleEF	OBUS	1.6900e-004	0.05
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	6.8270e-003	0.06
tblVehicleEF	OBUS	7.6200e-004	1.3200e-004
tblVehicleEF	OBUS	2.2350e-003	0.03
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	1.00
tblVehicleEF	OBUS	9.4600e-004	0.01
tblVehicleEF	OBUS	0.04	0.13
tblVehicleEF	OBUS	0.05	0.18
tblVehicleEF	OBUS	0.41	0.09
tblVehicleEF	OBUS	7.2400e-004	0.01
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tblVehicleEF	OBUS	2.2350e-003	0.03
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	1.26
tblVehicleEF	OBUS	9.4600e-004	0.01
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tblVehicleEF	OBUS	0.01	0.13
tblVehicleEF	OBUS	9.6420e-003	0.01

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tblVehicleEF	OBUS	2.17	0.77
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tblVehicleEF	OBUS	0.13	0.13
tblVehicleEF	OBUS	7.1510e-003	0.06
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tblVehicleEF	OBUS	1.4300e-004	0.05
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	6.8270e-003	0.06
tblVehicleEF	OBUS	7.6200e-004	1.3200e-004
tblVehicleEF	OBUS	4.1760e-003	0.06
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tblVehicleEF	OBUS	0.04	0.99
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tblVehicleEF	OBUS	0.39	0.09
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tblVehicleEF	OBUS	4.1760e-003	0.06
tblVehicleEF	OBUS	0.02	0.02

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tblVehicleEF	OBUS	1.8320e-003	0.03
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tblVehicleEF	OBUS	0.05	0.18
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tblVehicleEF	OBUS	0.01	0.13
tblVehicleEF	OBUS	9.4220e-003	0.01
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tblVehicleEF	OBUS	2.21	0.77
tblVehicleEF	OBUS	2.1500e-004	0.07
tblVehicleEF	OBUS	0.13	0.13
tblVehicleEF	OBUS	7.1510e-003	0.06
tblVehicleEF	OBUS	8.2800e-004	1.4300e-004
tblVehicleEF	OBUS	2.0600e-004	0.07
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	6.8270e-003	0.06
tblVehicleEF	OBUS	7.6200e-004	1.3200e-004
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tblVehicleEF	OBUS	0.02	0.02
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tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.03
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tblVehicleEF	SBUS	0.01	0.04

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tblVehicleEF	SBUS	0.01	0.03

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tblVehicleEF	UBUS	3.0000e-003	5.0570e-003
tblVehicleEF	UBUS	0.06	2.0460e-003
tblVehicleEF	UBUS	1.5380e-003	1.9900e-004
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tblVehicleEF	UBUS	0.13	0.01
tblVehicleEF	UBUS	5.4970e-003	3.2120e-003
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tblVehicleEF	UBUS	0.03	0.05

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tblVehicleEF	UBUS	0.01	5.5670e-003
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tblVehicleEF	UBUS	14.18	1.72
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tblVehicleEF	UBUS	3.0000e-003	5.0570e-003
tblVehicleEF	UBUS	0.06	2.0460e-003
tblVehicleEF	UBUS	1.5380e-003	1.9900e-004
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tblVehicleEF	UBUS	0.17	0.01
tblVehicleEF	UBUS	0.01	6.7530e-003
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tblVehicleEF	UBUS	0.03	0.05

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tblVehicleEF	UBUS	1.8170e-003	2.3600e-004
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tblVehicleEF	UBUS	0.17	0.01
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tblVehicleEF	UBUS	0.03	0.05
tblVehicleEF	UBUS	1.28	0.09
tblVehicleEF	UBUS	1.60	3.04
tblVehicleEF	UBUS	0.10	0.02
tblVehicleEF	UBUS	10.37	23.58
tblVehicleEF	UBUS	16.61	2.01
tblVehicleEF	UBUS	1,836.48	1,641.57
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tblVehicleEF	UBUS	12.54	0.24
tblVehicleEF	UBUS	0.50	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.06	2.1590e-003
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tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.0570e-003
tblVehicleEF	UBUS	0.06	2.0460e-003
tblVehicleEF	UBUS	1.5380e-003	1.9900e-004
tblVehicleEF	UBUS	0.01	6.0360e-003
tblVehicleEF	UBUS	0.16	0.01
tblVehicleEF	UBUS	4.7660e-003	3.4290e-003
tblVehicleEF	UBUS	0.64	0.05
tblVehicleEF	UBUS	0.03	0.06

tblVehicleEF	UBUS	1.29	0.09
tblVehicleEF	UBUS	0.01	6.3860e-003
tblVehicleEF	UBUS	1.8600e-003	2.4100e-004
tblVehicleEF	UBUS	0.01	6.0360e-003
tblVehicleEF	UBUS	0.16	0.01
tblVehicleEF	UBUS	4.7660e-003	3.4290e-003
tblVehicleEF	UBUS	2.30	3.11
tblVehicleEF	UBUS	0.03	0.06
tblVehicleEF	UBUS	1.42	0.10
tblVehicleTrips	ST_TR	1.68	0.92
tblVehicleTrips	SU_TR	1.68	0.92
tblVehicleTrips	WD_TR	1.68	0.92

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868
Energy	0.0480	0.4362	0.3664	2.6200e-003		0.0332	0.0332		0.0332	0.0332		523.4488	523.4488	0.0100	9.6000e-003	526.5594
Mobile	6.3070	72.7233	52.7308	0.2142	7.2624	0.8099	8.0724	2.0016	0.7743	2.7760		22,606.4421	22,606.4421	0.5351		22,619.8199
Offroad	1.1579	10.4319	9.4893	0.0123		0.7772	0.7772		0.7150	0.7150		1,190.1679	1,190.1679	0.3849		1,199.7910
Stationary	14.7676	57.7926	37.6594	0.0710		2.1727	2.1727		2.1727	2.1727		7,555.6271	7,555.6271	1.0593		7,582.1097
Total	**40.1600**	**141.3848**	**100.3281**	**0.3000**	**7.2624**	**3.7932**	**11.0556**	**2.0016**	**3.6954**	**5.6971**		**31,875.8609**	**31,875.8609**	**1.9899**	**9.6000e-003**	**31,928.4669**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868
Energy	0.0338	0.3073	0.2581	1.8400e-003		0.0234	0.0234		0.0234	0.0234		368.7349	368.7349	7.0700e-003	6.7600e-003	370.9261
Mobile	6.2145	70.6165	51.5906	0.2050	6.8253	0.7657	7.5909	1.8811	0.7320	2.6132		21,644.6636	21,644.6636	0.5146		21,657.5286
Offroad	1.1579	10.4319	9.4893	0.0123		0.7772	0.7772		0.7150	0.7150		1,190.1679	1,190.1679	0.3849		1,199.7910
Stationary	14.7676	57.7926	37.6594	0.0710		2.1727	2.1727		2.1727	2.1727		7,555.6271	7,555.6271	1.0593		7,582.1097
Total	**40.0533**	**139.1491**	**99.0796**	**0.2901**	**6.8253**	**3.7392**	**10.5644**	**1.8811**	**3.6433**	**5.5245**		**30,759.3685**	**30,759.3685**	**1.9664**	**6.7600e-003**	**30,810.5422**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.27**	**1.58**	**1.24**	**3.30**	**6.02**	**1.43**	**4.44**	**6.02**	**1.41**	**3.03**	**0.00**	**3.50**	**3.50**	**1.18**	**29.58**	**3.50**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Improve Pedestrian Network

Implement Trip Reduction Program

Market Commute Trip Reduction Option

Employee Vanpool/Shuttle

Provide Riade Sharing Program

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	6.2145	70.6165	51.5906	0.2050	6.8253	0.7657	7.5909	1.8811	0.7320	2.6132		21,644.6636	21,644.6636	0.5146		21,657.5286
Unmitigated	6.3070	72.7233	52.7308	0.2142	7.2624	0.8099	8.0724	2.0016	0.7743	2.7760		22,606.4421	22,606.4421	0.5351		22,619.8199

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Unrefrigerated Warehouse-No Rail	184.00	184.00	184.00	788,572	741,105
Unrefrigerated Warehouse-No Rail	552.00	552.00	552.00	2,365,716	2,223,315
Total	736.00	736.00	736.00	3,154,288	2,964,420

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Unrefrigerated Warehouse-No Rail	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3
Unrefrigerated Warehouse-No Rail	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Unrefrigerated Warehouse-No Rail	0.088364	0.038449	0.184390	0.122109	0.017402	0.064400	0.131700	0.343900	0.001365	0.001213	0.004629	0.000959	0.001120

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0338	0.3073	0.2581	1.8400e-003		0.0234	0.0234		0.0234	0.0234		368.7349	368.7349	7.0700e-003	6.7600e-003	370.9261
NaturalGas Unmitigated	0.0480	0.4362	0.3664	2.6200e-003		0.0332	0.0332		0.0332	0.0332		523.4488	523.4488	0.0100	9.6000e-003	526.5594

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Unrefrigerated Warehouse-No Rail	1112.33	0.0120	0.1091	0.0916	6.5000e-004		8.2900e-003	8.2900e-003		8.2900e-003	8.2900e-003		130.8622	130.8622	2.5100e-003	2.4000e-003	131.6399
Unrefrigerated Warehouse-No Rail	3336.99	0.0360	0.3272	0.2748	1.9600e-003		0.0249	0.0249		0.0249	0.0249		392.5866	392.5866	7.5200e-003	7.2000e-003	394.9196
Total		**0.0480**	**0.4362**	**0.3664**	**2.6100e-003**		**0.0332**	**0.0332**		**0.0332**	**0.0332**		**523.4488**	**523.4488**	**0.0100**	**9.6000e-003**	**526.5594**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Unrefrigerated Warehouse-No Rail	0.783562	8.4500e-003	0.0768	0.0645	4.6000e-004		5.8400e-003	5.8400e-003		5.8400e-003	5.8400e-003		92.1837	92.1837	1.7700e-003	1.6900e-003	92.7315
Unrefrigerated Warehouse-No Rail	2.35068	0.0254	0.2305	0.1936	1.3800e-003		0.0175	0.0175		0.0175	0.0175		276.5512	276.5512	5.3000e-003	5.0700e-003	278.1946
Total		**0.0338**	**0.3073**	**0.2581**	**1.8400e-003**		**0.0234**	**0.0234**		**0.0234**	**0.0234**		**368.7349**	**368.7349**	**7.0700e-003**	**6.7600e-003**	**370.9261**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868
Unmitigated	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.0318					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	15.8400					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.7300e-003	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868
Total	**17.8795**	**7.6000e-004**	**0.0822**	**1.0000e-005**		**2.9000e-004**	**2.9000e-004**		**2.9000e-004**	**2.9000e-004**		**0.1751**	**0.1751**	**4.7000e-004**		**0.1868**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.0318					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	15.8400					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.7300e-003	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868
Total	**17.8795**	**7.6000e-004**	**0.0822**	**1.0000e-005**		**2.9000e-004**	**2.9000e-004**		**2.9000e-004**	**2.9000e-004**		**0.1751**	**0.1751**	**4.7000e-004**		**0.1868**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Forklifts	8	8.00	260	89	0.20	Electrical

UnMitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day										lb/day					
Forklifts	1.1579	10.4319	9.4893	0.0123		0.7772	0.7772		0.7150	0.7150		1,190.1679	1,190.1679	0.3849		1,199.7910
Total	**1.1579**	**10.4319**	**9.4893**	**0.0123**		**0.7772**	**0.7772**		**0.7150**	**0.7150**		**1,190.1679**	**1,190.1679**	**0.3849**		**1,199.7910**

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Fire Pump	2	3	100	500	0.73	Diesel
Emergency Generator	2	3	100	1000	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day										lb/day					
Emergency Generator - Diesel (750 - 9999 HP)	9.8451	44.0325	25.1062	0.0473		1.4484	1.4484		1.4484	1.4484		5,037.0847	5,037.0847	0.7062		5,054.7398
Fire Pump - Diesel (300 - 600 HP)	4.9226	13.7602	12.5531	0.0237		0.7242	0.7242		0.7242	0.7242		2,518.5424	2,518.5424	0.3531		2,527.3699
Total	**14.7676**	**57.7926**	**37.6594**	**0.0710**		**2.1727**	**2.1727**		**2.1727**	**2.1727**		**7,555.6271**	**7,555.6271**	**1.0593**		**7,582.1097**

11.0 Vegetation

HFCP - Proposed Project - Logistics Skechers Rates

Riverside-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	200.00	1000sqft	4.59	200,000.00	0
Unrefrigerated Warehouse-No Rail	600.00	1000sqft	13.77	600,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.4	**Precipitation Freq (Days)**	28
Climate Zone	10			**Operational Year**	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - operational only run

Vehicle Trips - Trip rates per Skechers counts

Energy Use -

Mobile Land Use Mitigation -

Mobile Commute Mitigation - Trip reduction program, transit incentives, shuttles, ride sharing per MM AQ-5

Area Mitigation -

Energy Mitigation - Reduced energy per updated Title 24, MM AQ-4 Energy Star Appliances, MM AQ-9 LEED

Water Mitigation -

Waste Mitigation - MM AQ-8 Solid Waste Diversion

Fleet Mix - Per DEIR, fleet mix, HHD = 34.39%, MHD = 13.17%, LDH2=6.44%, Passenger = 46%

Operational Off-Road Equipment - equipment

Stationary Sources - Emergency Generators and Fire Pumps -

Vehicle Emission Factors - Updated with EMFAC 2017

Vehicle Emission Factors - Updated with EMFAC 2017

Vehicle Emission Factors - Updated with EMFAC 2017

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblFleetMix	HHD	0.07	0.34
tblFleetMix	LDA	0.54	0.09
tblFleetMix	LHD2	5.3390e-003	0.06
tblFleetMix	MHD	0.02	0.13
tblOperationalOffRoadEquipment	OperFuelType	Diesel	Electrical
tblOperationalOffRoadEquipment	OperLoadFactor	0.20	0.20
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	8.00
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	500.00
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	1,000.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	3.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	3.00
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	100.00
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	100.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	2.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	2.00

tblVehicleEF	HHD	1.50	0.22
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.11	0.00
tblVehicleEF	HHD	3.46	57.15
tblVehicleEF	HHD	0.46	0.49
tblVehicleEF	HHD	1.51	1.5810e-003
tblVehicleEF	HHD	6,555.40	11,402.12
tblVehicleEF	HHD	1,477.34	1,404.21
tblVehicleEF	HHD	4.68	0.01
tblVehicleEF	HHD	27.96	62.45
tblVehicleEF	HHD	3.07	3.84
tblVehicleEF	HHD	20.33	1.89
tblVehicleEF	HHD	0.02	0.12
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.07
tblVehicleEF	HHD	4.0000e-005	0.00
tblVehicleEF	HHD	0.02	0.12
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8710e-003	8.8120e-003
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	3.7000e-005	0.00
tblVehicleEF	HHD	9.2000e-005	2.6000e-005
tblVehicleEF	HHD	2.7720e-003	4.5000e-005
tblVehicleEF	HHD	0.90	4.69
tblVehicleEF	HHD	5.1000e-005	1.6000e-005
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	1.9500e-004	2.3800e-004
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	0.06	0.11

tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	7.2000e-005	0.00
tblVehicleEF	HHD	9.2000e-005	2.6000e-005
tblVehicleEF	HHD	2.7720e-003	4.5000e-005
tblVehicleEF	HHD	1.03	5.34
tblVehicleEF	HHD	5.1000e-005	1.6000e-005
tblVehicleEF	HHD	0.11	0.14
tblVehicleEF	HHD	1.9500e-004	2.3800e-004
tblVehicleEF	HHD	0.06	0.00
tblVehicleEF	HHD	1.42	0.23
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.11	0.00
tblVehicleEF	HHD	2.53	55.60
tblVehicleEF	HHD	0.46	0.49
tblVehicleEF	HHD	1.43	1.4920e-003
tblVehicleEF	HHD	6,940.41	11,398.05
tblVehicleEF	HHD	1,477.34	1,404.21
tblVehicleEF	HHD	4.68	0.01
tblVehicleEF	HHD	28.85	60.97
tblVehicleEF	HHD	2.90	3.63
tblVehicleEF	HHD	20.32	1.89
tblVehicleEF	HHD	0.02	0.12
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.07
tblVehicleEF	HHD	4.0000e-005	0.00
tblVehicleEF	HHD	0.01	0.11
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8710e-003	8.8120e-003
tblVehicleEF	HHD	0.02	0.06

tblVehicleEF	HHD	3.7000e-005	0.00
tblVehicleEF	HHD	1.7900e-004	4.9000e-005
tblVehicleEF	HHD	3.1980e-003	5.0000e-005
tblVehicleEF	HHD	0.84	4.86
tblVehicleEF	HHD	1.0100e-004	3.3000e-005
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	2.0100e-004	2.4400e-004
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	7.1000e-005	0.00
tblVehicleEF	HHD	1.7900e-004	4.9000e-005
tblVehicleEF	HHD	3.1980e-003	5.0000e-005
tblVehicleEF	HHD	0.97	5.54
tblVehicleEF	HHD	1.0100e-004	3.3000e-005
tblVehicleEF	HHD	0.11	0.14
tblVehicleEF	HHD	2.0100e-004	2.4400e-004
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	1.62	0.21
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.11	0.00
tblVehicleEF	HHD	4.76	59.28
tblVehicleEF	HHD	0.46	0.49
tblVehicleEF	HHD	1.51	1.5640e-003
tblVehicleEF	HHD	6,023.73	11,407.74
tblVehicleEF	HHD	1,477.34	1,404.21
tblVehicleEF	HHD	4.68	0.01
tblVehicleEF	HHD	26.74	64.48
tblVehicleEF	HHD	3.05	3.79
tblVehicleEF	HHD	20.33	1.89

tblVehicleEF	HHD	0.02	0.13
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.07
tblVehicleEF	HHD	4.0000e-005	0.00
tblVehicleEF	HHD	0.02	0.13
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8710e-003	8.8120e-003
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	3.7000e-005	0.00
tblVehicleEF	HHD	7.4000e-005	2.7000e-005
tblVehicleEF	HHD	2.9910e-003	5.1000e-005
tblVehicleEF	HHD	0.96	4.45
tblVehicleEF	HHD	4.5000e-005	1.7000e-005
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	2.0800e-004	2.5200e-004
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	0.06	0.11
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	7.2000e-005	0.00
tblVehicleEF	HHD	7.4000e-005	2.7000e-005
tblVehicleEF	HHD	2.9910e-003	5.1000e-005
tblVehicleEF	HHD	1.11	5.07
tblVehicleEF	HHD	4.5000e-005	1.7000e-005
tblVehicleEF	HHD	0.11	0.14
tblVehicleEF	HHD	2.0800e-004	2.5200e-004
tblVehicleEF	HHD	0.06	0.00
tblVehicleEF	LDA	4.4730e-003	2.7930e-003
tblVehicleEF	LDA	6.2970e-003	0.06
tblVehicleEF	LDA	0.62	0.71

tblVehicleEF	LDA	1.29	2.21
tblVehicleEF	LDA	266.01	270.87
tblVehicleEF	LDA	60.91	56.42
tblVehicleEF	LDA	0.05	0.05
tblVehicleEF	LDA	0.09	0.20
tblVehicleEF	LDA	1.6430e-003	1.5090e-003
tblVehicleEF	LDA	2.2790e-003	1.9920e-003
tblVehicleEF	LDA	1.5150e-003	1.3900e-003
tblVehicleEF	LDA	2.0950e-003	1.8320e-003
tblVehicleEF	LDA	0.06	0.30
tblVehicleEF	LDA	0.11	0.10
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.22
tblVehicleEF	LDA	0.08	0.25
tblVehicleEF	LDA	2.6640e-003	2.6800e-003
tblVehicleEF	LDA	6.3100e-004	5.5800e-004
tblVehicleEF	LDA	0.06	0.30
tblVehicleEF	LDA	0.11	0.10
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.22
tblVehicleEF	LDA	0.09	0.28
tblVehicleEF	LDA	5.0810e-003	3.1460e-003
tblVehicleEF	LDA	5.4700e-003	0.05
tblVehicleEF	LDA	0.76	0.85
tblVehicleEF	LDA	1.14	1.85
tblVehicleEF	LDA	289.77	292.94
tblVehicleEF	LDA	60.91	55.74
tblVehicleEF	LDA	0.05	0.04

tblVehicleEF	LDA	0.08	0.19
tblVehicleEF	LDA	1.6430e-003	1.5090e-003
tblVehicleEF	LDA	2.2790e-003	1.9920e-003
tblVehicleEF	LDA	1.5150e-003	1.3900e-003
tblVehicleEF	LDA	2.0950e-003	1.8320e-003
tblVehicleEF	LDA	0.11	0.56
tblVehicleEF	LDA	0.13	0.12
tblVehicleEF	LDA	0.08	0.44
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.21
tblVehicleEF	LDA	0.07	0.22
tblVehicleEF	LDA	2.9040e-003	2.8980e-003
tblVehicleEF	LDA	6.2800e-004	5.5200e-004
tblVehicleEF	LDA	0.11	0.56
tblVehicleEF	LDA	0.13	0.12
tblVehicleEF	LDA	0.08	0.44
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.21
tblVehicleEF	LDA	0.08	0.24
tblVehicleEF	LDA	4.3110e-003	2.7450e-003
tblVehicleEF	LDA	6.4670e-003	0.06
tblVehicleEF	LDA	0.58	0.68
tblVehicleEF	LDA	1.32	2.19
tblVehicleEF	LDA	259.39	267.14
tblVehicleEF	LDA	60.91	56.40
tblVehicleEF	LDA	0.05	0.04
tblVehicleEF	LDA	0.09	0.20
tblVehicleEF	LDA	1.6430e-003	1.5090e-003
tblVehicleEF	LDA	2.2790e-003	1.9920e-003
tblVehicleEF	LDA	1.5150e-003	1.3900e-003

tblVehicleEF	LDA	2.0950e-003	1.8320e-003
tblVehicleEF	LDA	0.05	0.30
tblVehicleEF	LDA	0.12	0.12
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.24
tblVehicleEF	LDA	0.09	0.25
tblVehicleEF	LDA	2.5980e-003	2.6430e-003
tblVehicleEF	LDA	6.3200e-004	5.5800e-004
tblVehicleEF	LDA	0.05	0.30
tblVehicleEF	LDA	0.12	0.12
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.24
tblVehicleEF	LDA	0.10	0.28
tblVehicleEF	LDT1	0.01	8.9240e-003
tblVehicleEF	LDT1	0.02	0.10
tblVehicleEF	LDT1	1.62	1.77
tblVehicleEF	LDT1	3.78	2.55
tblVehicleEF	LDT1	325.17	321.11
tblVehicleEF	LDT1	74.01	68.78
tblVehicleEF	LDT1	0.16	0.16
tblVehicleEF	LDT1	0.23	0.34
tblVehicleEF	LDT1	2.6810e-003	2.4860e-003
tblVehicleEF	LDT1	3.8960e-003	3.2230e-003
tblVehicleEF	LDT1	2.4680e-003	2.2880e-003
tblVehicleEF	LDT1	3.5830e-003	2.9630e-003
tblVehicleEF	LDT1	0.22	0.97
tblVehicleEF	LDT1	0.37	0.29
tblVehicleEF	LDT1	0.15	0.65

tblVehicleEF	LDT1	0.03	0.04
tblVehicleEF	LDT1	0.22	0.95
tblVehicleEF	LDT1	0.27	0.51
tblVehicleEF	LDT1	3.2720e-003	3.1780e-003
tblVehicleEF	LDT1	8.0700e-004	6.8100e-004
tblVehicleEF	LDT1	0.22	0.97
tblVehicleEF	LDT1	0.37	0.29
tblVehicleEF	LDT1	0.15	0.65
tblVehicleEF	LDT1	0.05	0.06
tblVehicleEF	LDT1	0.22	0.95
tblVehicleEF	LDT1	0.30	0.56
tblVehicleEF	LDT1	0.02	9.9410e-003
tblVehicleEF	LDT1	0.02	0.08
tblVehicleEF	LDT1	1.95	2.08
tblVehicleEF	LDT1	3.33	2.13
tblVehicleEF	LDT1	353.10	344.18
tblVehicleEF	LDT1	74.01	67.86
tblVehicleEF	LDT1	0.15	0.15
tblVehicleEF	LDT1	0.22	0.32
tblVehicleEF	LDT1	2.6810e-003	2.4860e-003
tblVehicleEF	LDT1	3.8960e-003	3.2230e-003
tblVehicleEF	LDT1	2.4680e-003	2.2880e-003
tblVehicleEF	LDT1	3.5830e-003	2.9630e-003
tblVehicleEF	LDT1	0.44	1.80
tblVehicleEF	LDT1	0.46	0.35
tblVehicleEF	LDT1	0.29	1.26
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.22	0.93
tblVehicleEF	LDT1	0.23	0.44
tblVehicleEF	LDT1	3.5570e-003	3.4060e-003

tblVehicleEF	LDT1	7.9900e-004	6.7200e-004
tblVehicleEF	LDT1	0.44	1.80
tblVehicleEF	LDT1	0.46	0.35
tblVehicleEF	LDT1	0.29	1.26
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.22	0.93
tblVehicleEF	LDT1	0.26	0.48
tblVehicleEF	LDT1	0.01	8.7780e-003
tblVehicleEF	LDT1	0.02	0.10
tblVehicleEF	LDT1	1.52	1.71
tblVehicleEF	LDT1	3.84	2.53
tblVehicleEF	LDT1	316.88	317.20
tblVehicleEF	LDT1	74.01	68.75
tblVehicleEF	LDT1	0.16	0.16
tblVehicleEF	LDT1	0.23	0.34
tblVehicleEF	LDT1	2.6810e-003	2.4860e-003
tblVehicleEF	LDT1	3.8960e-003	3.2230e-003
tblVehicleEF	LDT1	2.4680e-003	2.2880e-003
tblVehicleEF	LDT1	3.5830e-003	2.9630e-003
tblVehicleEF	LDT1	0.19	0.99
tblVehicleEF	LDT1	0.41	0.34
tblVehicleEF	LDT1	0.13	0.65
tblVehicleEF	LDT1	0.03	0.04
tblVehicleEF	LDT1	0.25	1.11
tblVehicleEF	LDT1	0.28	0.51
tblVehicleEF	LDT1	3.1880e-003	3.1390e-003
tblVehicleEF	LDT1	8.0800e-004	6.8000e-004
tblVehicleEF	LDT1	0.19	0.99
tblVehicleEF	LDT1	0.41	0.34
tblVehicleEF	LDT1	0.13	0.65

tblVehicleEF	LDT1	0.05	0.06
tblVehicleEF	LDT1	0.25	1.11
tblVehicleEF	LDT1	0.30	0.56
tblVehicleEF	LDT2	6.1110e-003	4.5190e-003
tblVehicleEF	LDT2	8.2750e-003	0.08
tblVehicleEF	LDT2	0.82	1.03
tblVehicleEF	LDT2	1.71	2.88
tblVehicleEF	LDT2	366.61	346.07
tblVehicleEF	LDT2	83.75	74.32
tblVehicleEF	LDT2	0.09	0.10
tblVehicleEF	LDT2	0.15	0.34
tblVehicleEF	LDT2	1.6030e-003	1.5600e-003
tblVehicleEF	LDT2	2.3200e-003	2.0380e-003
tblVehicleEF	LDT2	1.4740e-003	1.4360e-003
tblVehicleEF	LDT2	2.1330e-003	1.8740e-003
tblVehicleEF	LDT2	0.07	0.45
tblVehicleEF	LDT2	0.13	0.14
tblVehicleEF	LDT2	0.06	0.37
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.44
tblVehicleEF	LDT2	0.11	0.37
tblVehicleEF	LDT2	3.6730e-003	3.4240e-003
tblVehicleEF	LDT2	8.6600e-004	7.3500e-004
tblVehicleEF	LDT2	0.07	0.45
tblVehicleEF	LDT2	0.13	0.14
tblVehicleEF	LDT2	0.06	0.37
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.07	0.44
tblVehicleEF	LDT2	0.12	0.40
tblVehicleEF	LDT2	6.9350e-003	5.0670e-003

tblVehicleEF	LDT2	7.1890e-003	0.07
tblVehicleEF	LDT2	1.00	1.22
tblVehicleEF	LDT2	1.51	2.40
tblVehicleEF	LDT2	398.95	368.67
tblVehicleEF	LDT2	83.75	73.39
tblVehicleEF	LDT2	0.08	0.09
tblVehicleEF	LDT2	0.15	0.32
tblVehicleEF	LDT2	1.6030e-003	1.5600e-003
tblVehicleEF	LDT2	2.3200e-003	2.0380e-003
tblVehicleEF	LDT2	1.4740e-003	1.4360e-003
tblVehicleEF	LDT2	2.1330e-003	1.8740e-003
tblVehicleEF	LDT2	0.14	0.83
tblVehicleEF	LDT2	0.15	0.16
tblVehicleEF	LDT2	0.11	0.69
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.43
tblVehicleEF	LDT2	0.10	0.32
tblVehicleEF	LDT2	3.9980e-003	3.6480e-003
tblVehicleEF	LDT2	8.6300e-004	7.2600e-004
tblVehicleEF	LDT2	0.14	0.83
tblVehicleEF	LDT2	0.15	0.16
tblVehicleEF	LDT2	0.11	0.69
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.07	0.43
tblVehicleEF	LDT2	0.11	0.35
tblVehicleEF	LDT2	5.8750e-003	4.4430e-003
tblVehicleEF	LDT2	8.5090e-003	0.08
tblVehicleEF	LDT2	0.76	0.99
tblVehicleEF	LDT2	1.74	2.86
tblVehicleEF	LDT2	356.95	342.25

tblVehicleEF	LDT2	83.75	74.28
tblVehicleEF	LDT2	0.08	0.09
tblVehicleEF	LDT2	0.15	0.34
tblVehicleEF	LDT2	1.6030e-003	1.5600e-003
tblVehicleEF	LDT2	2.3200e-003	2.0380e-003
tblVehicleEF	LDT2	1.4740e-003	1.4360e-003
tblVehicleEF	LDT2	2.1330e-003	1.8740e-003
tblVehicleEF	LDT2	0.06	0.44
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.05	0.37
tblVehicleEF	LDT2	0.01	0.02
tblVehicleEF	LDT2	0.08	0.51
tblVehicleEF	LDT2	0.11	0.37
tblVehicleEF	LDT2	3.5750e-003	3.3860e-003
tblVehicleEF	LDT2	8.6700e-004	7.3500e-004
tblVehicleEF	LDT2	0.06	0.44
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.05	0.37
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.08	0.51
tblVehicleEF	LDT2	0.13	0.40
tblVehicleEF	LHD1	5.6490e-003	0.07
tblVehicleEF	LHD1	0.01	5.8570e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.15	2.30
tblVehicleEF	LHD1	1.03	0.81
tblVehicleEF	LHD1	2.54	0.88
tblVehicleEF	LHD1	9.27	131.32
tblVehicleEF	LHD1	612.92	640.47
tblVehicleEF	LHD1	30.90	9.43

tblVehicleEF	LHD1	0.09	1.25
tblVehicleEF	LHD1	2.35	1.83
tblVehicleEF	LHD1	1.02	0.28
tblVehicleEF	LHD1	9.6900e-004	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.2500e-004	2.2200e-004
tblVehicleEF	LHD1	9.2700e-004	0.01
tblVehicleEF	LHD1	2.5280e-003	2.5110e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.5100e-004	2.0500e-004
tblVehicleEF	LHD1	3.9460e-003	0.04
tblVehicleEF	LHD1	0.10	0.07
tblVehicleEF	LHD1	0.02	0.28
tblVehicleEF	LHD1	1.9130e-003	0.02
tblVehicleEF	LHD1	0.08	0.07
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.28	0.07
tblVehicleEF	LHD1	9.3000e-005	1.2680e-003
tblVehicleEF	LHD1	6.0140e-003	6.2270e-003
tblVehicleEF	LHD1	3.5800e-004	9.3000e-005
tblVehicleEF	LHD1	3.9460e-003	0.04
tblVehicleEF	LHD1	0.10	0.07
tblVehicleEF	LHD1	0.02	0.40
tblVehicleEF	LHD1	1.9130e-003	0.02
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.30	0.08
tblVehicleEF	LHD1	5.6490e-003	0.07
tblVehicleEF	LHD1	0.01	5.9510e-003

tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.15	2.30
tblVehicleEF	LHD1	1.05	0.82
tblVehicleEF	LHD1	2.42	0.84
tblVehicleEF	LHD1	9.27	131.32
tblVehicleEF	LHD1	612.92	640.49
tblVehicleEF	LHD1	30.90	9.34
tblVehicleEF	LHD1	0.09	1.25
tblVehicleEF	LHD1	2.21	1.72
tblVehicleEF	LHD1	0.98	0.27
tblVehicleEF	LHD1	9.6900e-004	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.2500e-004	2.2200e-004
tblVehicleEF	LHD1	9.2700e-004	0.01
tblVehicleEF	LHD1	2.5280e-003	2.5110e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.5100e-004	2.0500e-004
tblVehicleEF	LHD1	7.3960e-003	0.07
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.02	0.28
tblVehicleEF	LHD1	3.6890e-003	0.04
tblVehicleEF	LHD1	0.08	0.07
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.27	0.07
tblVehicleEF	LHD1	9.3000e-005	1.2680e-003
tblVehicleEF	LHD1	6.0140e-003	6.2270e-003
tblVehicleEF	LHD1	3.5500e-004	9.2000e-005
tblVehicleEF	LHD1	7.3960e-003	0.07
tblVehicleEF	LHD1	0.12	0.08

tblVehicleEF	LHD1	0.02	0.40
tblVehicleEF	LHD1	3.6890e-003	0.04
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.29	0.08
tblVehicleEF	LHD1	5.6490e-003	0.07
tblVehicleEF	LHD1	0.01	5.8660e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.15	2.30
tblVehicleEF	LHD1	1.03	0.80
tblVehicleEF	LHD1	2.54	0.87
tblVehicleEF	LHD1	9.27	131.32
tblVehicleEF	LHD1	612.92	640.47
tblVehicleEF	LHD1	30.90	9.41
tblVehicleEF	LHD1	0.09	1.25
tblVehicleEF	LHD1	2.32	1.80
tblVehicleEF	LHD1	1.01	0.28
tblVehicleEF	LHD1	9.6900e-004	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.2500e-004	2.2200e-004
tblVehicleEF	LHD1	9.2700e-004	0.01
tblVehicleEF	LHD1	2.5280e-003	2.5110e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.5100e-004	2.0500e-004
tblVehicleEF	LHD1	3.5540e-003	0.04
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.02	0.28
tblVehicleEF	LHD1	1.7480e-003	0.02
tblVehicleEF	LHD1	0.08	0.07

tblVehicleEF	LHD1	0.33	0.48
tblVehicleEF	LHD1	0.28	0.07
tblVehicleEF	LHD1	9.3000e-005	1.2680e-003
tblVehicleEF	LHD1	6.0140e-003	6.2270e-003
tblVehicleEF	LHD1	3.5800e-004	9.3000e-005
tblVehicleEF	LHD1	3.5540e-003	0.04
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.02	0.40
tblVehicleEF	LHD1	1.7480e-003	0.02
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.33	0.48
tblVehicleEF	LHD1	0.30	0.08
tblVehicleEF	LHD2	3.8330e-003	0.04
tblVehicleEF	LHD2	5.1000e-003	4.0970e-003
tblVehicleEF	LHD2	9.1950e-003	7.3890e-003
tblVehicleEF	LHD2	0.12	1.66
tblVehicleEF	LHD2	0.56	0.56
tblVehicleEF	LHD2	1.23	0.45
tblVehicleEF	LHD2	14.53	202.06
tblVehicleEF	LHD2	609.83	634.08
tblVehicleEF	LHD2	23.90	5.72
tblVehicleEF	LHD2	0.12	1.79
tblVehicleEF	LHD2	1.94	2.00
tblVehicleEF	LHD2	0.56	0.15
tblVehicleEF	LHD2	1.3510e-003	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	4.1000e-004	9.4000e-005
tblVehicleEF	LHD2	1.2930e-003	0.02
tblVehicleEF	LHD2	2.6930e-003	2.7370e-003

tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.7700e-004	8.7000e-005
tblVehicleEF	LHD2	1.5990e-003	0.02
tblVehicleEF	LHD2	0.04	0.03
tblVehicleEF	LHD2	0.01	0.20
tblVehicleEF	LHD2	8.1500e-004	8.4590e-003
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.12	0.04
tblVehicleEF	LHD2	1.4200e-004	1.9270e-003
tblVehicleEF	LHD2	5.9300e-003	6.1000e-003
tblVehicleEF	LHD2	2.6200e-004	5.7000e-005
tblVehicleEF	LHD2	1.5990e-003	0.02
tblVehicleEF	LHD2	0.04	0.03
tblVehicleEF	LHD2	0.02	0.27
tblVehicleEF	LHD2	8.1500e-004	8.4590e-003
tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.14	0.04
tblVehicleEF	LHD2	3.8330e-003	0.04
tblVehicleEF	LHD2	5.1600e-003	4.1300e-003
tblVehicleEF	LHD2	8.8690e-003	7.1060e-003
tblVehicleEF	LHD2	0.12	1.66
tblVehicleEF	LHD2	0.56	0.57
tblVehicleEF	LHD2	1.18	0.43
tblVehicleEF	LHD2	14.53	202.06
tblVehicleEF	LHD2	609.83	634.09
tblVehicleEF	LHD2	23.90	5.68
tblVehicleEF	LHD2	0.12	1.79
tblVehicleEF	LHD2	1.83	1.89

tblVehicleEF	LHD2	0.54	0.14
tblVehicleEF	LHD2	1.3510e-003	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	4.1000e-004	9.4000e-005
tblVehicleEF	LHD2	1.2930e-003	0.02
tblVehicleEF	LHD2	2.6930e-003	2.7370e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.7700e-004	8.7000e-005
tblVehicleEF	LHD2	3.0260e-003	0.03
tblVehicleEF	LHD2	0.05	0.04
tblVehicleEF	LHD2	0.01	0.20
tblVehicleEF	LHD2	1.5540e-003	0.02
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.12	0.03
tblVehicleEF	LHD2	1.4200e-004	1.9270e-003
tblVehicleEF	LHD2	5.9300e-003	6.1000e-003
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tblVehicleEF	LHD2	3.0260e-003	0.03
tblVehicleEF	LHD2	0.05	0.04
tblVehicleEF	LHD2	0.02	0.27
tblVehicleEF	LHD2	1.5540e-003	0.02
tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.13	0.04
tblVehicleEF	LHD2	3.8330e-003	0.04
tblVehicleEF	LHD2	5.0860e-003	4.1010e-003
tblVehicleEF	LHD2	9.2490e-003	7.3380e-003
tblVehicleEF	LHD2	0.12	1.66

tblVehicleEF	LHD2	0.56	0.56
tblVehicleEF	LHD2	1.24	0.45
tblVehicleEF	LHD2	14.53	202.06
tblVehicleEF	LHD2	609.83	634.08
tblVehicleEF	LHD2	23.90	5.72
tblVehicleEF	LHD2	0.12	1.79
tblVehicleEF	LHD2	1.92	1.97
tblVehicleEF	LHD2	0.56	0.15
tblVehicleEF	LHD2	1.3510e-003	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	4.1000e-004	9.4000e-005
tblVehicleEF	LHD2	1.2930e-003	0.02
tblVehicleEF	LHD2	2.6930e-003	2.7370e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.7700e-004	8.7000e-005
tblVehicleEF	LHD2	1.2860e-003	0.02
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.01	0.20
tblVehicleEF	LHD2	6.9100e-004	8.8280e-003
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.10	0.21
tblVehicleEF	LHD2	0.12	0.04
tblVehicleEF	LHD2	1.4200e-004	1.9270e-003
tblVehicleEF	LHD2	5.9300e-003	6.1000e-003
tblVehicleEF	LHD2	2.6200e-004	5.7000e-005
tblVehicleEF	LHD2	1.2860e-003	0.02
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.02	0.27
tblVehicleEF	LHD2	6.9100e-004	8.8280e-003

tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	0.10	0.21
tblVehicleEF	LHD2	0.14	0.04
tblVehicleEF	MCY	0.41	0.32
tblVehicleEF	MCY	0.15	0.25
tblVehicleEF	MCY	19.93	19.76
tblVehicleEF	MCY	9.66	8.58
tblVehicleEF	MCY	164.88	207.31
tblVehicleEF	MCY	46.70	61.27
tblVehicleEF	MCY	1.13	1.13
tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	1.7160e-003	1.6670e-003
tblVehicleEF	MCY	3.4600e-003	2.9080e-003
tblVehicleEF	MCY	1.6070e-003	1.5620e-003
tblVehicleEF	MCY	3.2650e-003	2.7430e-003
tblVehicleEF	MCY	1.68	2.82
tblVehicleEF	MCY	0.86	0.79
tblVehicleEF	MCY	0.93	1.51
tblVehicleEF	MCY	2.17	2.17
tblVehicleEF	MCY	0.58	1.92
tblVehicleEF	MCY	2.09	1.86
tblVehicleEF	MCY	2.0370e-003	2.0520e-003
tblVehicleEF	MCY	6.8600e-004	6.0600e-004
tblVehicleEF	MCY	1.68	2.82
tblVehicleEF	MCY	0.86	0.79
tblVehicleEF	MCY	0.93	1.51
tblVehicleEF	MCY	2.66	2.66
tblVehicleEF	MCY	0.58	1.92
tblVehicleEF	MCY	2.27	2.02
tblVehicleEF	MCY	0.41	0.31

tblVehicleEF	MCY	0.14	0.22
tblVehicleEF	MCY	20.66	19.72
tblVehicleEF	MCY	9.11	7.89
tblVehicleEF	MCY	164.88	207.06
tblVehicleEF	MCY	46.70	59.40
tblVehicleEF	MCY	0.98	0.98
tblVehicleEF	MCY	0.29	0.25
tblVehicleEF	MCY	1.7160e-003	1.6670e-003
tblVehicleEF	MCY	3.4600e-003	2.9080e-003
tblVehicleEF	MCY	1.6070e-003	1.5620e-003
tblVehicleEF	MCY	3.2650e-003	2.7430e-003
tblVehicleEF	MCY	3.35	5.42
tblVehicleEF	MCY	1.25	1.08
tblVehicleEF	MCY	2.10	3.43
tblVehicleEF	MCY	2.15	2.12
tblVehicleEF	MCY	0.58	1.89
tblVehicleEF	MCY	1.87	1.63
tblVehicleEF	MCY	2.0470e-003	2.0490e-003
tblVehicleEF	MCY	6.7100e-004	5.8800e-004
tblVehicleEF	MCY	3.35	5.42
tblVehicleEF	MCY	1.25	1.08
tblVehicleEF	MCY	2.10	3.43
tblVehicleEF	MCY	2.63	2.60
tblVehicleEF	MCY	0.58	1.89
tblVehicleEF	MCY	2.03	1.77
tblVehicleEF	MCY	0.41	0.32
tblVehicleEF	MCY	0.15	0.24
tblVehicleEF	MCY	19.43	19.16
tblVehicleEF	MCY	9.60	8.36
tblVehicleEF	MCY	164.88	206.28

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tblVehicleEF	MCY	1.13	1.10
tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	1.7160e-003	1.6670e-003
tblVehicleEF	MCY	3.4600e-003	2.9080e-003
tblVehicleEF	MCY	1.6070e-003	1.5620e-003
tblVehicleEF	MCY	3.2650e-003	2.7430e-003
tblVehicleEF	MCY	1.60	3.24
tblVehicleEF	MCY	1.06	1.05
tblVehicleEF	MCY	0.75	1.52
tblVehicleEF	MCY	2.17	2.15
tblVehicleEF	MCY	0.66	2.19
tblVehicleEF	MCY	2.10	1.82
tblVehicleEF	MCY	2.0290e-003	2.0410e-003
tblVehicleEF	MCY	6.8600e-004	6.0100e-004
tblVehicleEF	MCY	1.60	3.24
tblVehicleEF	MCY	1.06	1.05
tblVehicleEF	MCY	0.75	1.52
tblVehicleEF	MCY	2.66	2.63
tblVehicleEF	MCY	0.66	2.19
tblVehicleEF	MCY	2.28	1.98
tblVehicleEF	MDV	0.01	6.2680e-003
tblVehicleEF	MDV	0.02	0.10
tblVehicleEF	MDV	1.58	1.28
tblVehicleEF	MDV	3.47	3.46
tblVehicleEF	MDV	501.88	430.06
tblVehicleEF	MDV	112.78	91.54
tblVehicleEF	MDV	0.19	0.13
tblVehicleEF	MDV	0.34	0.43
tblVehicleEF	MDV	1.7360e-003	1.6260e-003

tblVehicleEF	MDV	2.5110e-003	2.1290e-003
tblVehicleEF	MDV	1.6010e-003	1.5010e-003
tblVehicleEF	MDV	2.3110e-003	1.9590e-003
tblVehicleEF	MDV	0.11	0.51
tblVehicleEF	MDV	0.21	0.17
tblVehicleEF	MDV	0.09	0.44
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.11	0.49
tblVehicleEF	MDV	0.27	0.49
tblVehicleEF	MDV	5.0330e-003	4.2520e-003
tblVehicleEF	MDV	1.1890e-003	9.0600e-004
tblVehicleEF	MDV	0.11	0.51
tblVehicleEF	MDV	0.21	0.17
tblVehicleEF	MDV	0.09	0.44
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.11	0.49
tblVehicleEF	MDV	0.30	0.54
tblVehicleEF	MDV	0.02	6.9690e-003
tblVehicleEF	MDV	0.02	0.09
tblVehicleEF	MDV	1.91	1.51
tblVehicleEF	MDV	3.08	2.90
tblVehicleEF	MDV	544.80	454.20
tblVehicleEF	MDV	112.78	90.40
tblVehicleEF	MDV	0.18	0.12
tblVehicleEF	MDV	0.33	0.40
tblVehicleEF	MDV	1.7360e-003	1.6260e-003
tblVehicleEF	MDV	2.5110e-003	2.1290e-003
tblVehicleEF	MDV	1.6010e-003	1.5010e-003
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tblVehicleEF	MDV	0.22	0.95

tblVehicleEF	MDV	0.24	0.19
tblVehicleEF	MDV	0.17	0.82
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.11	0.48
tblVehicleEF	MDV	0.24	0.42
tblVehicleEF	MDV	5.4670e-003	4.4910e-003
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tblVehicleEF	MDV	0.22	0.95
tblVehicleEF	MDV	0.24	0.19
tblVehicleEF	MDV	0.17	0.82
tblVehicleEF	MDV	0.06	0.04
tblVehicleEF	MDV	0.11	0.48
tblVehicleEF	MDV	0.26	0.46
tblVehicleEF	MDV	0.01	6.1580e-003
tblVehicleEF	MDV	0.02	0.10
tblVehicleEF	MDV	1.48	1.23
tblVehicleEF	MDV	3.54	3.44
tblVehicleEF	MDV	489.12	425.98
tblVehicleEF	MDV	112.78	91.50
tblVehicleEF	MDV	0.18	0.13
tblVehicleEF	MDV	0.34	0.42
tblVehicleEF	MDV	1.7360e-003	1.6260e-003
tblVehicleEF	MDV	2.5110e-003	2.1290e-003
tblVehicleEF	MDV	1.6010e-003	1.5010e-003
tblVehicleEF	MDV	2.3110e-003	1.9590e-003
tblVehicleEF	MDV	0.09	0.49
tblVehicleEF	MDV	0.22	0.18
tblVehicleEF	MDV	0.08	0.45
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.13	0.56

tblVehicleEF	MDV	0.28	0.49
tblVehicleEF	MDV	4.9040e-003	4.2120e-003
tblVehicleEF	MDV	1.1910e-003	9.0500e-004
tblVehicleEF	MDV	0.09	0.49
tblVehicleEF	MDV	0.22	0.18
tblVehicleEF	MDV	0.08	0.45
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.13	0.56
tblVehicleEF	MDV	0.31	0.54
tblVehicleEF	MH	0.03	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.14	1.60
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tblVehicleEF	MH	0.89	0.23
tblVehicleEF	MH	0.13	0.13
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.05	0.04
tblVehicleEF	MH	1.2480e-003	2.7100e-004
tblVehicleEF	MH	3.2450e-003	3.2810e-003
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.1520e-003	2.4900e-004
tblVehicleEF	MH	1.64	0.12
tblVehicleEF	MH	0.09	0.07
tblVehicleEF	MH	0.56	0.04
tblVehicleEF	MH	0.11	0.07
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.39	0.10

tblVehicleEF	MH	9.9900e-003	0.01
tblVehicleEF	MH	7.0000e-004	1.9000e-004
tblVehicleEF	MH	1.64	0.12
tblVehicleEF	MH	0.09	0.07
tblVehicleEF	MH	0.56	0.04
tblVehicleEF	MH	0.15	0.09
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.42	0.11
tblVehicleEF	MH	0.03	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.24	1.64
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tblVehicleEF	MH	0.86	0.22
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tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.05	0.04
tblVehicleEF	MH	1.2480e-003	2.7100e-004
tblVehicleEF	MH	3.2450e-003	3.2810e-003
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.1520e-003	2.4900e-004
tblVehicleEF	MH	3.01	0.21
tblVehicleEF	MH	0.10	0.08
tblVehicleEF	MH	1.11	0.08
tblVehicleEF	MH	0.11	0.07
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.37	0.10
tblVehicleEF	MH	9.9910e-003	0.01

tblVehicleEF	MH	6.9300e-004	1.8800e-004
tblVehicleEF	MH	3.01	0.21
tblVehicleEF	MH	0.10	0.08
tblVehicleEF	MH	1.11	0.08
tblVehicleEF	MH	0.15	0.09
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.40	0.11
tblVehicleEF	MH	0.03	0.01
tblVehicleEF	MH	0.03	0.02
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tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.05	0.04
tblVehicleEF	MH	1.2480e-003	2.7100e-004
tblVehicleEF	MH	3.2450e-003	3.2810e-003
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.1520e-003	2.4900e-004
tblVehicleEF	MH	1.67	0.14
tblVehicleEF	MH	0.11	0.09
tblVehicleEF	MH	0.55	0.05
tblVehicleEF	MH	0.11	0.07
tblVehicleEF	MH	0.03	1.64
tblVehicleEF	MH	0.39	0.10
tblVehicleEF	MH	9.9890e-003	0.01
tblVehicleEF	MH	7.0000e-004	1.9000e-004

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tblVehicleEF	MH	0.11	0.09
tblVehicleEF	MH	0.55	0.05
tblVehicleEF	MH	0.15	0.09
tblVehicleEF	MH	0.03	1.64
tblVehicleEF	MH	0.42	0.11
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	6.1240e-003	7.1090e-003
tblVehicleEF	MHD	0.06	2.7490e-003
tblVehicleEF	MHD	0.43	3.13
tblVehicleEF	MHD	0.47	0.63
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tblVehicleEF	MHD	1,067.94	996.67
tblVehicleEF	MHD	55.18	2.67
tblVehicleEF	MHD	1.06	8.54
tblVehicleEF	MHD	1.70	3.03
tblVehicleEF	MHD	11.65	1.14
tblVehicleEF	MHD	3.7720e-003	0.03
tblVehicleEF	MHD	0.06	0.10
tblVehicleEF	MHD	8.1800e-004	3.3000e-005
tblVehicleEF	MHD	3.6080e-003	0.03
tblVehicleEF	MHD	0.05	0.10
tblVehicleEF	MHD	7.5200e-004	3.0000e-005
tblVehicleEF	MHD	1.8750e-003	3.9160e-003
tblVehicleEF	MHD	0.05	6.3490e-003
tblVehicleEF	MHD	0.03	0.19
tblVehicleEF	MHD	9.0500e-004	2.0170e-003
tblVehicleEF	MHD	0.07	0.14
tblVehicleEF	MHD	0.02	0.03

tblVehicleEF	MHD	0.40	0.02
tblVehicleEF	MHD	1.5050e-003	7.8000e-003
tblVehicleEF	MHD	0.01	9.4650e-003
tblVehicleEF	MHD	6.6700e-004	2.6000e-005
tblVehicleEF	MHD	1.8750e-003	3.9160e-003
tblVehicleEF	MHD	0.05	6.3490e-003
tblVehicleEF	MHD	0.05	0.24
tblVehicleEF	MHD	9.0500e-004	2.0170e-003
tblVehicleEF	MHD	0.08	0.16
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.44	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	6.1890e-003	7.1350e-003
tblVehicleEF	MHD	0.06	2.6400e-003
tblVehicleEF	MHD	0.31	2.59
tblVehicleEF	MHD	0.47	0.63
tblVehicleEF	MHD	6.24	0.32
tblVehicleEF	MHD	165.81	844.30
tblVehicleEF	MHD	1,067.94	996.68
tblVehicleEF	MHD	55.18	2.63
tblVehicleEF	MHD	1.10	8.69
tblVehicleEF	MHD	1.60	2.86
tblVehicleEF	MHD	11.62	1.14
tblVehicleEF	MHD	3.1790e-003	0.03
tblVehicleEF	MHD	0.06	0.10
tblVehicleEF	MHD	8.1800e-004	3.3000e-005
tblVehicleEF	MHD	3.0420e-003	0.03
tblVehicleEF	MHD	0.05	0.10
tblVehicleEF	MHD	7.5200e-004	3.0000e-005
tblVehicleEF	MHD	3.6340e-003	7.0900e-003

tblVehicleEF	MHD	0.06	7.2690e-003
tblVehicleEF	MHD	0.03	0.18
tblVehicleEF	MHD	1.7950e-003	4.0620e-003
tblVehicleEF	MHD	0.07	0.14
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.38	0.01
tblVehicleEF	MHD	1.5920e-003	7.9940e-003
tblVehicleEF	MHD	0.01	9.4650e-003
tblVehicleEF	MHD	6.6100e-004	2.6000e-005
tblVehicleEF	MHD	3.6340e-003	7.0900e-003
tblVehicleEF	MHD	0.06	7.2690e-003
tblVehicleEF	MHD	0.04	0.23
tblVehicleEF	MHD	1.7950e-003	4.0620e-003
tblVehicleEF	MHD	0.08	0.16
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.42	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	6.0850e-003	7.1100e-003
tblVehicleEF	MHD	0.06	2.7240e-003
tblVehicleEF	MHD	0.60	3.87
tblVehicleEF	MHD	0.47	0.63
tblVehicleEF	MHD	6.63	0.33
tblVehicleEF	MHD	143.73	795.71
tblVehicleEF	MHD	1,067.94	996.67
tblVehicleEF	MHD	55.18	2.66
tblVehicleEF	MHD	1.01	8.32
tblVehicleEF	MHD	1.68	2.98
tblVehicleEF	MHD	11.66	1.14
tblVehicleEF	MHD	4.5890e-003	0.04
tblVehicleEF	MHD	0.06	0.10

tblVehicleEF	MHD	8.1800e-004	3.3000e-005
tblVehicleEF	MHD	4.3910e-003	0.04
tblVehicleEF	MHD	0.05	0.10
tblVehicleEF	MHD	7.5200e-004	3.0000e-005
tblVehicleEF	MHD	1.4650e-003	4.2490e-003
tblVehicleEF	MHD	0.05	7.1500e-003
tblVehicleEF	MHD	0.04	0.20
tblVehicleEF	MHD	7.2400e-004	2.1530e-003
tblVehicleEF	MHD	0.07	0.14
tblVehicleEF	MHD	0.02	0.04
tblVehicleEF	MHD	0.40	0.02
tblVehicleEF	MHD	1.3840e-003	7.5330e-003
tblVehicleEF	MHD	0.01	9.4650e-003
tblVehicleEF	MHD	6.6800e-004	2.6000e-005
tblVehicleEF	MHD	1.4650e-003	4.2490e-003
tblVehicleEF	MHD	0.05	7.1500e-003
tblVehicleEF	MHD	0.05	0.26
tblVehicleEF	MHD	7.2400e-004	2.1530e-003
tblVehicleEF	MHD	0.08	0.16
tblVehicleEF	MHD	0.02	0.04
tblVehicleEF	MHD	0.44	0.02
tblVehicleEF	OBUS	0.01	0.13
tblVehicleEF	OBUS	9.4560e-003	0.01
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.28	8.94
tblVehicleEF	OBUS	0.63	1.34
tblVehicleEF	OBUS	6.57	1.84
tblVehicleEF	OBUS	74.57	1,486.15
tblVehicleEF	OBUS	1,103.17	1,428.64
tblVehicleEF	OBUS	70.73	14.20

tblVehicleEF	OBUS	0.39	11.29
tblVehicleEF	OBUS	1.35	2.46
tblVehicleEF	OBUS	2.21	0.77
tblVehicleEF	OBUS	1.7700e-004	0.06
tblVehicleEF	OBUS	0.13	0.13
tblVehicleEF	OBUS	7.1510e-003	0.06
tblVehicleEF	OBUS	8.2800e-004	1.4300e-004
tblVehicleEF	OBUS	1.6900e-004	0.05
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	6.8270e-003	0.06
tblVehicleEF	OBUS	7.6200e-004	1.3200e-004
tblVehicleEF	OBUS	2.2350e-003	0.03
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	1.00
tblVehicleEF	OBUS	9.4600e-004	0.01
tblVehicleEF	OBUS	0.04	0.13
tblVehicleEF	OBUS	0.05	0.18
tblVehicleEF	OBUS	0.41	0.09
tblVehicleEF	OBUS	7.2400e-004	0.01
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	8.2300e-004	1.4100e-004
tblVehicleEF	OBUS	2.2350e-003	0.03
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	1.26
tblVehicleEF	OBUS	9.4600e-004	0.01
tblVehicleEF	OBUS	0.06	0.16
tblVehicleEF	OBUS	0.05	0.18
tblVehicleEF	OBUS	0.45	0.10
tblVehicleEF	OBUS	0.01	0.13
tblVehicleEF	OBUS	9.6420e-003	0.01

tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.26	8.33
tblVehicleEF	OBUS	0.65	1.36
tblVehicleEF	OBUS	6.15	1.71
tblVehicleEF	OBUS	77.97	1,506.30
tblVehicleEF	OBUS	1,103.17	1,428.68
tblVehicleEF	OBUS	70.73	13.98
tblVehicleEF	OBUS	0.40	11.40
tblVehicleEF	OBUS	1.26	2.30
tblVehicleEF	OBUS	2.17	0.77
tblVehicleEF	OBUS	1.4900e-004	0.05
tblVehicleEF	OBUS	0.13	0.13
tblVehicleEF	OBUS	7.1510e-003	0.06
tblVehicleEF	OBUS	8.2800e-004	1.4300e-004
tblVehicleEF	OBUS	1.4300e-004	0.05
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	6.8270e-003	0.06
tblVehicleEF	OBUS	7.6200e-004	1.3200e-004
tblVehicleEF	OBUS	4.1760e-003	0.06
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	0.99
tblVehicleEF	OBUS	1.8320e-003	0.03
tblVehicleEF	OBUS	0.04	0.13
tblVehicleEF	OBUS	0.05	0.18
tblVehicleEF	OBUS	0.39	0.09
tblVehicleEF	OBUS	7.5600e-004	0.01
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	8.1600e-004	1.3800e-004
tblVehicleEF	OBUS	4.1760e-003	0.06
tblVehicleEF	OBUS	0.02	0.02

tblVehicleEF	OBUS	0.05	1.25
tblVehicleEF	OBUS	1.8320e-003	0.03
tblVehicleEF	OBUS	0.06	0.16
tblVehicleEF	OBUS	0.05	0.18
tblVehicleEF	OBUS	0.43	0.09
tblVehicleEF	OBUS	0.01	0.13
tblVehicleEF	OBUS	9.4220e-003	0.01
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.29	9.79
tblVehicleEF	OBUS	0.63	1.34
tblVehicleEF	OBUS	6.63	1.83
tblVehicleEF	OBUS	69.87	1,458.33
tblVehicleEF	OBUS	1,103.17	1,428.64
tblVehicleEF	OBUS	70.73	14.19
tblVehicleEF	OBUS	0.37	11.14
tblVehicleEF	OBUS	1.34	2.41
tblVehicleEF	OBUS	2.21	0.77
tblVehicleEF	OBUS	2.1500e-004	0.07
tblVehicleEF	OBUS	0.13	0.13
tblVehicleEF	OBUS	7.1510e-003	0.06
tblVehicleEF	OBUS	8.2800e-004	1.4300e-004
tblVehicleEF	OBUS	2.0600e-004	0.07
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	6.8270e-003	0.06
tblVehicleEF	OBUS	7.6200e-004	1.3200e-004
tblVehicleEF	OBUS	1.9540e-003	0.04
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	1.01
tblVehicleEF	OBUS	8.7300e-004	0.02
tblVehicleEF	OBUS	0.04	0.13

tblVehicleEF	OBUS	0.05	0.19
tblVehicleEF	OBUS	0.42	0.09
tblVehicleEF	OBUS	6.7900e-004	0.01
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	8.2400e-004	1.4000e-004
tblVehicleEF	OBUS	1.9540e-003	0.04
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	1.27
tblVehicleEF	OBUS	8.7300e-004	0.02
tblVehicleEF	OBUS	0.06	0.16
tblVehicleEF	OBUS	0.05	0.19
tblVehicleEF	OBUS	0.45	0.10
tblVehicleEF	SBUS	0.85	0.86
tblVehicleEF	SBUS	0.01	7.4070e-003
tblVehicleEF	SBUS	0.06	0.02
tblVehicleEF	SBUS	7.81	32.73
tblVehicleEF	SBUS	0.66	0.61
tblVehicleEF	SBUS	6.73	2.74
tblVehicleEF	SBUS	1,154.91	3,383.64
tblVehicleEF	SBUS	1,108.94	1,127.26
tblVehicleEF	SBUS	53.24	17.35
tblVehicleEF	SBUS	10.58	31.49
tblVehicleEF	SBUS	4.99	4.99
tblVehicleEF	SBUS	12.59	0.58
tblVehicleEF	SBUS	0.01	0.04
tblVehicleEF	SBUS	0.74	0.74
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.4200e-004	1.0400e-004
tblVehicleEF	SBUS	0.01	0.04

tblVehicleEF	SBUS	0.32	0.32
tblVehicleEF	SBUS	2.7000e-003	2.6420e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.0600e-004	9.6000e-005
tblVehicleEF	SBUS	4.5410e-003	0.01
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	0.94	4.00
tblVehicleEF	SBUS	2.0600e-003	6.2980e-003
tblVehicleEF	SBUS	0.11	0.10
tblVehicleEF	SBUS	0.02	0.14
tblVehicleEF	SBUS	0.37	0.11
tblVehicleEF	SBUS	0.01	0.03
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.4900e-004	1.7200e-004
tblVehicleEF	SBUS	4.5410e-003	0.01
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	1.35	5.77
tblVehicleEF	SBUS	2.0600e-003	6.2980e-003
tblVehicleEF	SBUS	0.13	0.12
tblVehicleEF	SBUS	0.02	0.14
tblVehicleEF	SBUS	0.40	0.13
tblVehicleEF	SBUS	0.85	0.86
tblVehicleEF	SBUS	0.01	7.5000e-003
tblVehicleEF	SBUS	0.05	0.02
tblVehicleEF	SBUS	7.67	32.36
tblVehicleEF	SBUS	0.67	0.62
tblVehicleEF	SBUS	4.88	1.97
tblVehicleEF	SBUS	1,207.92	3,480.26
tblVehicleEF	SBUS	1,108.94	1,127.28
tblVehicleEF	SBUS	53.24	16.06

tblVehicleEF	SBUS	10.92	32.36
tblVehicleEF	SBUS	4.69	4.70
tblVehicleEF	SBUS	12.56	0.57
tblVehicleEF	SBUS	0.01	0.03
tblVehicleEF	SBUS	0.74	0.74
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.4200e-004	1.0400e-004
tblVehicleEF	SBUS	9.8070e-003	0.03
tblVehicleEF	SBUS	0.32	0.32
tblVehicleEF	SBUS	2.7000e-003	2.6420e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.0600e-004	9.6000e-005
tblVehicleEF	SBUS	8.2250e-003	0.02
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	0.93	3.99
tblVehicleEF	SBUS	3.8990e-003	0.01
tblVehicleEF	SBUS	0.11	0.10
tblVehicleEF	SBUS	0.01	0.13
tblVehicleEF	SBUS	0.31	0.10
tblVehicleEF	SBUS	0.01	0.03
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.1800e-004	1.5900e-004
tblVehicleEF	SBUS	8.2250e-003	0.02
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	1.35	5.77
tblVehicleEF	SBUS	3.8990e-003	0.01
tblVehicleEF	SBUS	0.13	0.12
tblVehicleEF	SBUS	0.01	0.13
tblVehicleEF	SBUS	0.34	0.10

tblVehicleEF	SBUS	0.85	0.86
tblVehicleEF	SBUS	0.01	7.4050e-003
tblVehicleEF	SBUS	0.07	0.02
tblVehicleEF	SBUS	7.99	33.23
tblVehicleEF	SBUS	0.66	0.61
tblVehicleEF	SBUS	7.09	2.80
tblVehicleEF	SBUS	1,081.70	3,250.22
tblVehicleEF	SBUS	1,108.94	1,127.26
tblVehicleEF	SBUS	53.24	17.45
tblVehicleEF	SBUS	10.11	30.29
tblVehicleEF	SBUS	4.94	4.92
tblVehicleEF	SBUS	12.59	0.58
tblVehicleEF	SBUS	0.01	0.05
tblVehicleEF	SBUS	0.74	0.74
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.4200e-004	1.0400e-004
tblVehicleEF	SBUS	0.01	0.04
tblVehicleEF	SBUS	0.32	0.32
tblVehicleEF	SBUS	2.7000e-003	2.6420e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.0600e-004	9.6000e-005
tblVehicleEF	SBUS	4.1410e-003	0.01
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	0.94	4.01
tblVehicleEF	SBUS	1.9980e-003	6.5450e-003
tblVehicleEF	SBUS	0.11	0.10
tblVehicleEF	SBUS	0.02	0.17
tblVehicleEF	SBUS	0.38	0.12
tblVehicleEF	SBUS	0.01	0.03

tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.5500e-004	1.7300e-004
tblVehicleEF	SBUS	4.1410e-003	0.01
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	1.35	5.78
tblVehicleEF	SBUS	1.9980e-003	6.5450e-003
tblVehicleEF	SBUS	0.13	0.12
tblVehicleEF	SBUS	0.02	0.17
tblVehicleEF	SBUS	0.42	0.13
tblVehicleEF	UBUS	1.60	3.04
tblVehicleEF	UBUS	0.09	0.02
tblVehicleEF	UBUS	10.35	23.58
tblVehicleEF	UBUS	16.43	2.03
tblVehicleEF	UBUS	1,836.48	1,641.57
tblVehicleEF	UBUS	155.92	24.35
tblVehicleEF	UBUS	5.46	0.30
tblVehicleEF	UBUS	12.53	0.24
tblVehicleEF	UBUS	0.50	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.06	2.1590e-003
tblVehicleEF	UBUS	1.6630e-003	2.1700e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.0570e-003
tblVehicleEF	UBUS	0.06	2.0460e-003
tblVehicleEF	UBUS	1.5380e-003	1.9900e-004
tblVehicleEF	UBUS	0.01	5.5670e-003
tblVehicleEF	UBUS	0.13	0.01
tblVehicleEF	UBUS	5.4970e-003	3.2120e-003
tblVehicleEF	UBUS	0.64	0.05
tblVehicleEF	UBUS	0.03	0.05

tblVehicleEF	UBUS	1.28	0.09
tblVehicleEF	UBUS	0.01	6.3860e-003
tblVehicleEF	UBUS	1.8570e-003	2.4100e-004
tblVehicleEF	UBUS	0.01	5.5670e-003
tblVehicleEF	UBUS	0.13	0.01
tblVehicleEF	UBUS	5.4970e-003	3.2120e-003
tblVehicleEF	UBUS	2.30	3.11
tblVehicleEF	UBUS	0.03	0.05
tblVehicleEF	UBUS	1.40	0.10
tblVehicleEF	UBUS	1.61	3.04
tblVehicleEF	UBUS	0.09	0.02
tblVehicleEF	UBUS	10.64	23.58
tblVehicleEF	UBUS	14.18	1.72
tblVehicleEF	UBUS	1,836.48	1,641.57
tblVehicleEF	UBUS	155.92	23.84
tblVehicleEF	UBUS	5.09	0.29
tblVehicleEF	UBUS	12.44	0.23
tblVehicleEF	UBUS	0.50	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.06	2.1590e-003
tblVehicleEF	UBUS	1.6630e-003	2.1700e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.0570e-003
tblVehicleEF	UBUS	0.06	2.0460e-003
tblVehicleEF	UBUS	1.5380e-003	1.9900e-004
tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	0.17	0.01
tblVehicleEF	UBUS	0.01	6.7530e-003
tblVehicleEF	UBUS	0.65	0.05
tblVehicleEF	UBUS	0.03	0.05

tblVehicleEF	UBUS	1.17	0.09
tblVehicleEF	UBUS	0.01	6.3870e-003
tblVehicleEF	UBUS	1.8170e-003	2.3600e-004
tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	0.17	0.01
tblVehicleEF	UBUS	0.01	6.7530e-003
tblVehicleEF	UBUS	2.31	3.11
tblVehicleEF	UBUS	0.03	0.05
tblVehicleEF	UBUS	1.28	0.09
tblVehicleEF	UBUS	1.60	3.04
tblVehicleEF	UBUS	0.10	0.02
tblVehicleEF	UBUS	10.37	23.58
tblVehicleEF	UBUS	16.61	2.01
tblVehicleEF	UBUS	1,836.48	1,641.57
tblVehicleEF	UBUS	155.92	24.32
tblVehicleEF	UBUS	5.42	0.29
tblVehicleEF	UBUS	12.54	0.24
tblVehicleEF	UBUS	0.50	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.06	2.1590e-003
tblVehicleEF	UBUS	1.6630e-003	2.1700e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.0570e-003
tblVehicleEF	UBUS	0.06	2.0460e-003
tblVehicleEF	UBUS	1.5380e-003	1.9900e-004
tblVehicleEF	UBUS	0.01	6.0360e-003
tblVehicleEF	UBUS	0.16	0.01
tblVehicleEF	UBUS	4.7660e-003	3.4290e-003
tblVehicleEF	UBUS	0.64	0.05
tblVehicleEF	UBUS	0.03	0.06

tblVehicleEF	UBUS	1.29	0.09
tblVehicleEF	UBUS	0.01	6.3860e-003
tblVehicleEF	UBUS	1.8600e-003	2.4100e-004
tblVehicleEF	UBUS	0.01	6.0360e-003
tblVehicleEF	UBUS	0.16	0.01
tblVehicleEF	UBUS	4.7660e-003	3.4290e-003
tblVehicleEF	UBUS	2.30	3.11
tblVehicleEF	UBUS	0.03	0.06
tblVehicleEF	UBUS	1.42	0.10
tblVehicleTrips	ST_TR	1.68	0.92
tblVehicleTrips	SU_TR	1.68	0.92
tblVehicleTrips	WD_TR	1.68	0.92

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868
Energy	0.0480	0.4362	0.3664	2.6200e-003		0.0332	0.0332		0.0332	0.0332		523.4488	523.4488	0.0100	9.6000e-003	526.5594
Mobile	5.5926	76.1379	53.3183	0.2119	7.2624	0.8216	8.0840	2.0016	0.7855	2.7871		22,379.2867	22,379.2867	0.5273		22,392.4684
Offroad	1.1579	10.4319	9.4893	0.0123		0.7772	0.7772		0.7150	0.7150		1,190.1679	1,190.1679	0.3849		1,199.7910
Stationary	14.7676	57.7926	37.6594	0.0710		2.1727	2.1727		2.1727	2.1727		7,555.6271	7,555.6271	1.0593		7,582.1097
Total	**39.4456**	**144.7994**	**100.9156**	**0.2978**	**7.2624**	**3.8049**	**11.0673**	**2.0016**	**3.7066**	**5.7082**		**31,648.7056**	**31,648.7056**	**1.9820**	**9.6000e-003**	**31,701.1153**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868
Energy	0.0338	0.3073	0.2581	1.8400e-003		0.0234	0.0234		0.0234	0.0234		368.7349	368.7349	7.0700e-003	6.7600e-003	370.9261
Mobile	5.5013	73.9395	52.3029	0.2029	6.8253	0.7773	7.6026	1.8811	0.7431	2.6243		21,430.8941	21,430.8941	0.5071		21,443.5711
Offroad	1.1579	10.4319	9.4893	0.0123		0.7772	0.7772		0.7150	0.7150		1,190.1679	1,190.1679	0.3849		1,199.7910
Stationary	14.7676	57.7926	37.6594	0.0710		2.1727	2.1727		2.1727	2.1727		7,555.6271	7,555.6271	1.0593		7,582.1097
Total	**39.3401**	**142.4721**	**99.7919**	**0.2880**	**6.8253**	**3.7508**	**10.5761**	**1.8811**	**3.6544**	**5.5356**		**30,545.5990**	**30,545.5990**	**1.9589**	**6.7600e-003**	**30,596.5848**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.27**	**1.61**	**1.11**	**3.28**	**6.02**	**1.42**	**4.44**	**6.02**	**1.41**	**3.02**	**0.00**	**3.49**	**3.49**	**1.17**	**29.58**	**3.48**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Improve Pedestrian Network

Implement Trip Reduction Program

Market Commute Trip Reduction Option

Employee Vanpool/Shuttle

Provide Riade Sharing Program

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	5.5013	73.9395	52.3029	0.2029	6.8253	0.7773	7.6026	1.8811	0.7431	2.6243		21,430.8941	21,430.8941	0.5071		21,443.5711
Unmitigated	5.5926	76.1379	53.3183	0.2119	7.2624	0.8216	8.0840	2.0016	0.7855	2.7871		22,379.2867	22,379.2867	0.5273		22,392.4684

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Unrefrigerated Warehouse-No Rail	184.00	184.00	184.00	788,572	741,105
Unrefrigerated Warehouse-No Rail	552.00	552.00	552.00	2,365,716	2,223,315
Total	736.00	736.00	736.00	3,154,288	2,964,420

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Unrefrigerated Warehouse-No Rail	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3
Unrefrigerated Warehouse-No Rail	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Unrefrigerated Warehouse-No Rail	0.088364	0.038449	0.184390	0.122109	0.017402	0.064400	0.131700	0.343900	0.001365	0.001213	0.004629	0.000959	0.001120

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0338	0.3073	0.2581	1.8400e-003		0.0234	0.0234		0.0234	0.0234		368.7349	368.7349	7.0700e-003	6.7600e-003	370.9261
NaturalGas Unmitigated	0.0480	0.4362	0.3664	2.6200e-003		0.0332	0.0332		0.0332	0.0332		523.4488	523.4488	0.0100	9.6000e-003	526.5594

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Unrefrigerated Warehouse-No Rail	1112.33	0.0120	0.1091	0.0916	6.5000e-004		8.2900e-003	8.2900e-003		8.2900e-003	8.2900e-003		130.8622	130.8622	2.5100e-003	2.4000e-003	131.6399
Unrefrigerated Warehouse-No Rail	3336.99	0.0360	0.3272	0.2748	1.9600e-003		0.0249	0.0249		0.0249	0.0249		392.5866	392.5866	7.5200e-003	7.2000e-003	394.9196
Total		**0.0480**	**0.4362**	**0.3664**	**2.6100e-003**		**0.0332**	**0.0332**		**0.0332**	**0.0332**		**523.4488**	**523.4488**	**0.0100**	**9.6000e-003**	**526.5594**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Unrefrigerated Warehouse-No Rail	0.783562	8.4500e-003	0.0768	0.0645	4.6000e-004		5.8400e-003	5.8400e-003		5.8400e-003	5.8400e-003		92.1837	92.1837	1.7700e-003	1.6900e-003	92.7315
Unrefrigerated Warehouse-No Rail	2.35068	0.0254	0.2305	0.1936	1.3800e-003		0.0175	0.0175		0.0175	0.0175		276.5512	276.5512	5.3000e-003	5.0700e-003	278.1946
Total		**0.0338**	**0.3073**	**0.2581**	**1.8400e-003**		**0.0234**	**0.0234**		**0.0234**	**0.0234**		**368.7349**	**368.7349**	**7.0700e-003**	**6.7600e-003**	**370.9261**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868
Unmitigated	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.0318					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	15.8400					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.7300e-003	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868
Total	**17.8795**	**7.6000e-004**	**0.0822**	**1.0000e-005**		**2.9000e-004**	**2.9000e-004**		**2.9000e-004**	**2.9000e-004**		**0.1751**	**0.1751**	**4.7000e-004**		**0.1868**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.0318					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	15.8400					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.7300e-003	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868
Total	**17.8795**	**7.6000e-004**	**0.0822**	**1.0000e-005**		**2.9000e-004**	**2.9000e-004**		**2.9000e-004**	**2.9000e-004**		**0.1751**	**0.1751**	**4.7000e-004**		**0.1868**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Forklifts	8	8.00	260	89	0.20	Electrical

UnMitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day										lb/day					
Forklifts	1.1579	10.4319	9.4893	0.0123		0.7772	0.7772		0.7150	0.7150		1,190.1679	1,190.1679	0.3849		1,199.7910
Total	**1.1579**	**10.4319**	**9.4893**	**0.0123**		**0.7772**	**0.7772**		**0.7150**	**0.7150**		**1,190.1679**	**1,190.1679**	**0.3849**		**1,199.7910**

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Fire Pump	2	3	100	500	0.73	Diesel
Emergency Generator	2	3	100	1000	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day										lb/day					
Emergency Generator - Diesel (750 - 9999 HP)	9.8451	44.0325	25.1062	0.0473		1.4484	1.4484		1.4484	1.4484		5,037.0847	5,037.0847	0.7062		5,054.7398
Fire Pump - Diesel (300 - 600 HP)	4.9226	13.7602	12.5531	0.0237		0.7242	0.7242		0.7242	0.7242		2,518.5424	2,518.5424	0.3531		2,527.3699
Total	**14.7676**	**57.7926**	**37.6594**	**0.0710**		**2.1727**	**2.1727**		**2.1727**	**2.1727**		**7,555.6271**	**7,555.6271**	**1.0593**		**7,582.1097**

11.0 Vegetation

Air Quality and Health Risk Analysis Report
Highland Fairview Corporate Park
City of Moreno Valley
Riverside County, California

Prepared for:

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Michael Brandman Associates

July 1, 2008

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Appendices

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List of Exhibits

FINDING: With mitigation, the project's construction emissions would exceed the SCAQMD regional emission thresholds for VOC and NO_x during Phase 1 and Phase 2, and VOC emissions during Phase 3. Therefore, the short-term construction emissions would have a significant and unavoidable regional impact during construction.

4.2 - Long-Term Regional Operational Impacts

4.2.1 - Long-Term Operational Emissions (Without Mitigation)

Operational or long-term emissions occur over the life of the project. Operational emissions include mobile and area source emissions. Area source emissions arise from consumer product usage, heaters that consume natural gas, gasoline-powered landscape equipment, and architectural coatings (painting). Mobile emissions from motor vehicles are the largest single long-term source of air pollutants from the project.

The project's regional operational emissions were estimated using the CARB URBEMIS model. The URBEMIS model requires the specification of several parameters to generate the operational emissions. These parameters include the project's build-out year, intended land use, trip generation rate, vehicle mix, and trip length. As indicated above, the project would be built in three phases with a build-out operational dates of 2009 for Phase 1, 2010 for Phase 2, and 2012 for Phase 3. Table 1 provided the intended land uses consisting of logistics and community commerce land uses. The trip generation rate provides an estimate of the total vehicular traffic the project is expected to generate during all aspects of its operation for the project's various land uses. The vehicle mix describes the types of vehicles that are associated with the project's operations (e.g., automobiles and trucks) while the trip length is a measure of the distance that vehicles travel during each trip. A discussion of the trip generation rate, vehicle mix, and trip length are provided below.

Project Trip Generation Rate

The project trip generation, that is the number of trips the project is expected to generate for all activities, was provided by the project traffic study (Austin-Foust 2008) and is summarized in Table 19 for all three phases of the project.

Project Vehicle Fleet Mix

The vehicle fleet mix provides an estimate of the distribution of vehicles by vehicle type including light duty automobiles and trucks as well as the distribution by fuel type (i.e., diesel vs. gasoline). Knowledge of the vehicle mix is important in the emission calculation process because vehicle emissions are a function of the type of vehicle and fuel used. The vehicle fleet mix was derived from two information sources: the project traffic study that provided a vehicle breakdown by passenger cars and various classes of trucks and the URBEMIS model that provided the percentage of trucks that are diesel-powered. Table 20, Table 21, and Table 22 provide the vehicle trip distribution for this project employing these two data sources for the three project phases.

Table 19: Trip Generation Summary

Land Use	Average Daily Trips
Phase 1 (2009)	
Logistics #1	3,059
Retail Outlet	266
Total	**3,325**
Phase 2 (2010)	
Logistics #1	3,059
Retail Outlet	266
Logistics #1	1,014
Community Commercial #1	4,400
Total	**8,739**
Phase 3 (2012)	
Logistics #1	3,059
Retail Outlet	266
Logistics #2	1,014
Community Commercial #1	4,400
Community Commercial #2	6,600
Total	**15,339**
Source: Austin-Foust 2008	

Table 20: Project Vehicle Trip Mix – Phase 1 (2009)

Land Use	Number of Passenger Vehicle Trips	Number of Trucks Trips	% Diesel Trucks	Number of Diesel Truck Trips
Logistics	1,407	Light Heavy-Duty: 197 Medium Heavy-Duty: 403 Heavy Heavy-Duty: 1,052 Total: 1,652	19 78 100	Light Heavy-Duty: 37 Medium Heavy-Duty: 314 Heavy Heavy-Duty: 1,052 Total: 1,403
Outlet Retail Center	266	Light Heavy-Duty: 0 Medium Heavy-Duty: 0 Heavy Heavy-Duty: 0 Total: 0	0 0 0	Light Heavy-Duty: 0 Medium Heavy-Duty: 0 Heavy Heavy-Duty: 0 Total: 0
Subtotal	1,673	Light Heavy-Duty: 197 Medium Heavy-Duty: 403 Heavy Heavy-Duty: 1,052 Total: 1,652		Light Heavy-Duty: 37 Medium Heavy-Duty: 314 Heavy Heavy-Duty: 1,052 Total: 1,403
Grand Total: 3,325 vehicle trips (passenger vehicles and all trucks)				
Source: Traffic vehicle trip distribution: Austin-Foust 2008 Percent diesel trucks: URBEMIS default vehicle mix for the SCAQMD in 2009				

Table 21: Project Vehicle Trip Mix – Phase 2 (2010)

Land Use	Number of Passenger Vehicle Trips	Number of Trucks Trips	% Diesel Trucks	Number of Diesel Truck Trips
Logistics	1,407	Light Heavy-Duty: 197 Medium Heavy-Duty: 403 Heavy Heavy-Duty: 1,052 Total: 1,652	19 78 100	Light Heavy-Duty: 37 Medium Heavy-Duty: 314 Heavy Heavy-Duty: 1,052 Total: 1,403
Outlet Retail Center	266	Light Heavy-Duty: 0 Medium Heavy-Duty: 0 Heavy Heavy-Duty: 0 Total: 0	0 0 0	Light Heavy-Duty: 0 Medium Heavy-Duty: 0 Heavy Heavy-Duty: 0 Total 0
Logistics	466	Light Heavy-Duty: 65 Medium Heavy-Duty: 134 Heavy Heavy-Duty: 349 Total: 548	19 78 100	Light Heavy-Duty: 12 Medium Heavy-Duty: 104 Heavy Heavy-Duty: 349 Total: 465
Community Commercial	4,400	Light Heavy-Duty: 0 Medium Heavy-Duty: 0 Heavy Heavy-Duty: 0 Total: 0	0 0 0	Light Heavy-Duty: 0 Medium Heavy-Duty: 0 Heavy Heavy-Duty: 0 Total: 0
Subtotal	6,539	Light Heavy-Duty: 262 Medium Heavy-Duty: 537 Heavy Heavy-Duty: 1,401 Total: 2,200		Light Heavy-Duty: 49 Medium Heavy-Duty: 418 Heavy Heavy-Duty: 1,401 Total: 1,868
Grand Total: 8,739 (passenger vehicles and all trucks)				
Source: Traffic vehicle trip distribution: Austin-Foust 2008 Percent diesel trucks: URBEMIS default vehicle mix for the SCAQMD in 2010				

Table 22: Project Vehicle Trip Mix – Phase 3 (2012)

Land Use	Number of Passenger Vehicle Trips	Number of Trucks Trips	% Diesel Trucks	Number of Diesel Truck Trips
Logistics	1,407	Light Heavy-Duty: 197 Medium Heavy-Duty: 403 Heavy Heavy-Duty: 1,052 Total: 1,652	19 78 100	Light Heavy-Duty: 37 Medium Heavy-Duty: 314 Heavy Heavy-Duty: 1,052 Total: 1,403
Outlet Retail Center	266	Light Heavy-Duty: 0 Medium Heavy-Duty: 0 Heavy Heavy-Duty: 0 Total: 0	0 0 0	Light Heavy-Duty: 0 Medium Heavy-Duty: 0 Heavy Heavy-Duty: 0 Total 0
Logistics	466	Light Heavy-Duty: 65 Medium Heavy-Duty: 134 Heavy Heavy-Duty: 349 Total: 548	19 78 100	Light Heavy-Duty: 12 Medium Heavy-Duty: 104 Heavy Heavy-Duty: 349 Total: 465
Community Commercial	4,400	Light Heavy-Duty: 0 Medium Heavy-Duty: 0 Heavy Heavy-Duty: 0 Total: 0	0 0 0	Light Heavy-Duty: 0 Medium Heavy-Duty: 0 Heavy Heavy-Duty: 0 Total: 0
Community Commercial	6,600	Light Heavy-Duty: 0 Medium Heavy-Duty: 0 Heavy Heavy-Duty: 0 Total: 0	0 0 0	Light Heavy-Duty: 0 Medium Heavy-Duty: 0 Heavy Heavy-Duty: 0 Total: 0

Table 22 (Cont.): Project Vehicle Trip Mix – Phase 3 (2012)

Land Use	Number of Passenger Vehicle Trips	Number of Trucks Trips	% Diesel Trucks	Number of Diesel Truck Trips
Total	13,139	Light Heavy-Duty: 262 Medium Heavy-Duty: 537 Heavy Heavy-Duty: 1,401 Total: 2,200		Light Heavy-Duty: 49 Medium Heavy-Duty: 418 Heavy Heavy-Duty: 1,401 Total: 1,868
Grand Total: 15,339 (passenger vehicles and all trucks)				
Source: Traffic vehicle trip distribution: Austin-Foust 2008 Percent diesel trucks: URBEMIS default vehicle mix for the SCAQMD in 2012				

The information provided in Tables 20, 21, and 22 was further synthesized in Table 23 to provide the vehicle fleet mix information required by the URBEMIS model to generate the project's mobile source operational emissions. The values shown in Table 23 were derived from the estimate of project vehicle trips, vehicle mix by land use, and the URBEMIS vehicle and diesel vehicle distributions.

Table 23: Project Vehicle Distribution

Vehicle Class	Percentage of Total Vehicles		
	Phase 1	Phase 2	Phase 3
Light-Duty Auto	27.2	41.7	47.7
Light-Duty Truck 1	4.4	5.9	6.8
Light-Duty Truck 2	13.6	18.6	21.3
Medium-Duty Truck	5.2	8.7	9.9
Light Heavy-Duty Truck 1	4.7	2.3	1.3
Light Heavy-Duty Truck 2	1.2	0.7	0.4
Medium Heavy-Duty Truck	12.1	6.1	3.5
Heavy Heavy-Duty Truck	31.6	16.0	9.1
Source: see Appendix B, Vehicle Distribution Worksheet for each pollutant			

Project Trip Length

The final parameter involves estimating the length of the trips that will be characteristic of the project. Project trips include automobile trips by workers and customers and delivery trucks trips. For the worker and customer automobile vehicle trips, a trip length of 17 miles was assumed as contained in the SCAQMD CEQA Handbook (SCAQMD 1993) for Riverside County for the year 2010. For the delivery trucks, an average trip length was derived from the distances from the project site to the far edges of the SoCAB as follows:

- Project site west to the Port of Los Angeles/Long Beach: 78 miles;
- Project site east to Banning Pass: 27 miles;
- Project site south to the San Diego County line: 46 miles;
- Project site north to Cajon Pass: 42 miles; and

- Project site west to downtown Los Angeles: 64 miles.

Assuming that 50 percent of all delivery trips will travel to and from the project and the Port of Los Angeles/Long Beach, and the remainder as distribution trips to distant commercial locations, the average truck trip length is calculated as 61 miles. An overall weighted-average trip length for each project phase was then calculated using the percentage of trips associated with automobiles versus trucks, the automobile trip length of 17 miles and the truck trip length of 61 miles. The resulting weighted average trip lengths for each project phase are provided in Table 24. These values were entered into the URBEMIS model calculations.

Table 24: Weighted Average Project Trip Lengths

Weighted Average Trip Length for all Vehicles (miles)		
Phase 1	**Phase 2**	**Phase 3**
39.0	28.2	23.4
Source: see Appendix B		

As indicated above, the project would be built in three phases. With the timing of the project development, the Phase 2 construction would take place at the same time as the operation of Phase 1. Also, the construction of Phase 3 would take place at the same time as the operation of Phase 2. This overlapping of construction and operations was accounted for in the air quality assessment.

Table 25 provides a summary of the project's operational emissions during Phase 1 including the Phase 2 construction emissions.

Table 25: Phase 1 Operational Emissions (Without Mitigation) - 2009

	Daily Emissions (lbs/day)					
Operational Emission Source	**VOC**	**NO_x**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
Area Sources	11	1	1	0	0	0
Mobile Sources	145	1,810	1,093	3	283	95
Total	156	1,811	1,094	3	283	95
Regional Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Significant Impact?	**Yes**	**Yes**	**Yes**	**No**	**Yes**	**Yes**
Construction of Phase 2 (see Table 12)	139	123	137	0	94	21
Sum of Phase 1 operations and Phase 2 construction	295	1,934	1,231	3	377	116
Source: See Appendix A for the URBEMIS model output (winter season emissions)						

Final Environmental Impact Report P07-157 Highland Fairview Corporate Park PA07-0088 (CZ), PA07-0089 (GPA), PA07-0090 (TPM 35629), and PA07-0091 (PP)

State Clearinghouse Number 2007101132

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December 19, 2008

Final

Environmental Impact Report P07-157 (EIR)
Highland Fairview Corporate Park
PA07-0088 (CZ), PA07-0089 (GPA), PA07-0090 (TPM 35629), and PA07-0091 (PP)
City of Moreno Valley, Riverside County, California

State Clearinghouse No. 2007101132

Prepared for:

City of Moreno Valley
Community Development Department
14177 Frederick Street
Moreno Valley, CA 92552

Prepared by:

Michael Brandman Associates
220 Commerce, Suite 200
Irvine, CA 92602

Michael Brandman Associates

December 19, 2008

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Table 5.3 30 (Cont.): Phases 1 and 2 Operational and Phase 3 Construction Emissions (With Mitigation) - 2010

Operational Emission Source	Daily Emissions (lbs/day)					
	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Construction of Phase 3 (see Table 5.3-27)[2]	125	39	35	0	8	2
Sum of Phase 2 operations and Phase 3 construction	370	1,728	2,002	4	480	131
Regional Threshold[1]	55	55	550	150	150	55
Significant Impact?	Yes	Yes	Yes	No	Yes	Yes

Note:
[1] The Regional Thresholds for Operational Activities are shown at the request of the SCAQMD.
[2] Phase 3 construction would actually occur during the year 2011and overlap the time period when Phases 1 and 2 would operate from 2009 to 2011.
Source: MBA 2008; see Appendix D for the URBEMIS model output.(winter season emissions).

Table 5.3-31: Phases 1, 2, and 3 Operational Emissions (With Mitigation) - 2012

Operational Emission Source	Daily Emissions (lbs/day)					
	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Area Sources	16	3	2	0	0	0
Mobile Sources	233	1,231	2,298	4	641	148
Total	249	1,234	2,300	4	641	148
Regional Threshold	55~~75~~	55~~100~~	550	150	150	55
Significant Impact?	**Yes**	**Yes**	**Yes**	**No**	**Yes**	**Yes**

Source: MBA 2008, see Appendix D for the URBEMIS model output (winter season emissions).

Response 25-5.

The distribution aspects of the proposed project are anticipated to operate on a 24 hour basis. The peak hour for the project occurs during the PM (4:30 PM to 5:30 PM). These are the parameters used in the project Traffic Analysis (Appendix J of the DEIR).

Table 5.3-10 has been revised to include the estimation of peak hour trips for all vehicles and for diesel trucks. (See Revised Table in Section 4 of this document).

Appendix of the Air Quality Analysis found in Appendix D of the EIR). The $PM_{2.5}$ estimates were generated from the original URBEMIS files used in the original analysis, minus the road dust. The 77 percent of the $PM_{2.5}$ emissions is generated from Mobile6.2 estimates from the "elemental carbon" category of $PM_{2.5}$.

As shown in Table 2, Project Greenhouse Gas and Black Carbon Emissions during Construction, the emissions attributable to black carbon are 900 $MTCO_2e$ for the total construction period, which is approximately 12 percent of the total construction emissions.

Table 2: Project Greenhouse Gas and Black Carbon Emissions during Construction (Unmitigated)

Source	Metric Tons of Carbon Dioxide Equivalents			
	Phase 1	Phase 2	Phase 3	Total
Total from Draft EIR[1]	4,512	1,679	302	6,493
Black carbon emissions[2]	632	198	70	900
Total	5,144	1,877	372	7,393
Sources: Draft EIR Table 5.16-1, page 5.16-6 (Based on emissions identified by AB 32) and calculations provided in Appendix N.				

As shown in Table 3, emissions from black carbon after mitigation during operation are approximately 4,914 $MTCO_2e$ per year, which is approximately 6 percent of the total emissions. Also included in the table below are waste emissions, which is discussed in Response 31-5. As shown in the table, with the additional calculations, mitigated emissions are lower than what was presented in the Draft EIR.

Table 3: Operational Greenhouse Gas and Black Carbon Emissions (Upon Completion of Phase 3, Mitigated)

Sources	Metric Tons Carbon Dioxide Equivalents per year		
	Unmitigated	Mitigated	Reduction
Total from Draft EIR[1]	85,348	81,778	-3,570
Black carbon emissions from mobile sources[2]	5,040	4,914	-126
Waste[2]	9,057	-13,128	-22,185
Total	99,445	73,564	-25,881
Sources: Draft EIR Table 5.16-4, page 5.16-15; and calculations provided in Appendix J.			

5. The SCAQMD does Not Recommend Analyzing Black Carbon

In summary, black carbon emissions during construction of the project when combined with emissions identified by AB 32, make up approximately 12 percent of the total emissions. Black carbon emissions during operation of the project are approximately 6 percent of the annual total. Black carbon emissions were not originally included in the Draft EIR for the reasons provided above.

The indirect and direct sources, sinks, and reductions are shown in Table 5.16-4. Direct emission sources only account for less than one percent of the total emissions and indirect emission sources account for the other 99 percent. This is important to note because the indirect emissions are outside of the project's control.

Table 5.16-4: Operational Greenhouse Gas Emissions (Upon Completion of Phase 3, Mitigated)

Sources	Metric Tons Carbon Dioxide Equivalents per year		
	Unmitigated	Mitigated	Reduction
Direct Sources (within project's control)			
Natural gas	562	394	-168 [a]
Refrigerants	245	245	0
Landscape equipment	1	1	0
Water transport for landscape	106	101	-5 [b]
Subtotal Direct Sources	914	741	-173
Indirect Sources (not within project's control)			
Motor vehicles	81,166	79,137	-2,029 [c]
Indirect electricity	3,235	1,867	-1,368 [d]
Water transport for building uses	106	106	0
Subtotal Indirect Sources	84,507	81,110	-3,397
Subtotal Sinks (onsite trees)	-73	-73	0
Total	85,348	81,778	-3,570
Percent Reduction	—	—	-4.2%
Percent Indirect	99%	99%	—
Percent Direct	1%	1%	—

Notes:
[a] Reduction from mitigation measures GCC-1, GCC-2, GCC-4, GCC-9 (30%).
[b] Reduction from mitigation measure W-1.
[c] Reduction from mitigation measures AQ-10, AQ-11, GCC-5, GCC-6, GCC-10.
[d] Reduction from mitigation measures GCC-1, GCC-2, GCC-4, GCC-9 (30%) and 398 $MTCO_2e$/year from solar panel installation (GCC-3).
Source: Climate Change Analysis, MBA 2008, Appendix N.

AB 32 requires that California's emissions be reduced to 1990 levels by the year 2020. The emissions in the State of California are projected to be 600 $MMTCO_2e$ in 2020 and the estimated emissions in 1990 were 427 $MMTCO_2e$ (from the ARB staff report, "California 1990 Greenhouse Gas Emissions Level and 2020 Emissions Limit" dated November 16, 2007). A 29 percent reduction would reduce projected 2020 emissions to 1990 emissions.

Mitigation and project design features decrease operational emissions by approximately 4.2 percent, which is less than a 29 percent reduction. Therefore, greenhouse gas emissions from operation of the project would result in a significant and unavoidable impact to climate change because emissions could hinder or delay California's ability to meet the reduction targets contained in AB 32.

APPENDIX B

Biological Resources Assessment

JERICHO SYSTEMS
INCORPORATED

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Redlands, CA 92373-4601
(909) 915-5900

October 5, 2018

Kari Cano
Kimley-Horn
3880 Lemon Street, Suite 420
Riverside, CA 92501

RE: Biological Resources Assessment Update
Moreno Valley Warehouse, Moreno Valley, Riverside County
APNs: 488-350-027, 031, 032, 035, and 036

Dear Kari:

Jericho Systems Inc (Jericho) appreciates the opportunity to provide this update of the biological resources of 35 acres identified as Parcel 2 and Parcel 3 of Parcel Map 35629 (Current Project). The update to these parcels' biological resources is necessary to process an Amendment to the *Draft Environmental Impact Report, Highland Fairview Corporate Park*, prepared in August 2008 and certified in February 2009 (herein referred to as the HFCP EIR).

The focus of this report is to provide a description/analysis of only any changes in the biological resources or species listings that have occurred since the time of the analysis of the Biological Resources as identified in the HFCP EIR.

PROJECT LOCATION

The project is located in the eastern area of the City of Moreno Valley in the County of Riverside. The project site is bounded by State Route (SR) 60 to the north, Eucalyptus Avenue and logistics uses on the south, Redlands Boulevard on the west, and Theodore Street on the east. Additionally, the Skechers warehouse is located directly east and adjacent to the project site. The project site consists of two vacant graded pads, which are maintained for weed abatement. The EIR for Tentative Parcel Map 35629 addressed existing site conditions and site development impacts in detail. The Current Project parcels located within the previously approved Tentative Parcel Map 35629.

PROJECT UNDERSTANDING

The purpose of the Amendment is to process a General Plan Amendment for Parcel 3 from Commercial to Business Park, a Zone Change for Parcel 3 from Community Commercial to Light Industrial, and a parcel merger for Parcels 2 and 3 to accommodate light industrial use for future development.

Parcel 2 is 22.3 gross acres with an allowable building area of 600,00 square feet proposed for industrial uses. Parcel 3 is 13.2 gross acres with an allowable building area of 120,000 square feet proposed for commercial uses.

METHODS

Data regarding biological resources on the project site were obtained through literature review and field investigations.

Literature Review

Prior to performing the field surveys, available databases and documentation relevant to the project site were reviewed for documented occurrences of sensitive species in the area. The USFWS threatened and endangered species occurrence data overlay, as well as the most recent versions of the California Natural Diversity Database (CNDDB), Biogeographic Information and Observation System (BIOS), Calflora, and California Native Plant Society Electronic Inventory (CNPSEI) databases, were searched for sensitive species. These databases contain records of reported occurrences of State- and federally-listed species or otherwise sensitive species and habitats that may occur within the vicinity of the subject property. The project site is identified on the *Sunnymead* U. S. Geological Survey's (USGS) 7.5-minute topographic map in Section 34, Township 2 South, Range 1 West.

Additionally, Jericho reviewed the Biological Resources analysis prepared as part of the HFCP EIR. The HFCP EIR Project area encompassed approximately 265.3 acres, of which was 158.4 to be utilized for commercial/industrial use, 23.4 acres for off-site infrastructure improvements and a downstream drainage area. The 265.3 acres studied included the current approximately 35 acre area which is the subject of the EIR Amendment.

The Project Site is in Moreno Valley, which is a participant of the Western Riverside County Multiple Species Conservation Plan (MSHCP). The MSHCP is a comprehensive, multi-jurisdictional Habitat Conservation Plan (HCP) focusing on conservation of species and their associated habitats in western Riverside County. The goal of the MSHCP is to maintain biological and ecological diversity within a rapidly urbanizing region. Therefore, sections of the MSHCP applicable to the Project site were also reviewed.

Field Surveys

The field survey of the 35-acre site was conducted on September 20, 2018 by Jericho biologist Todd White. Mr. White has an advanced degree in Wildlife Biology and vast experience in conducting biological surveys throughout Riverside and San Bernardino Counties.

Mr. White conducted the biological resources field survey of the entire Current Project sites (35 acres), plus an approximate 200 -foot buffer, by walking transects spaced to provide 100 percent visual coverage. General wildlife species were detected during field surveys by sight, calls, tracks, scat, or other sign. In addition to species observed, expected wildlife usage of the site was determined according to known habitat preferences of regional wildlife species and knowledge of their relative distributions in the area. The main focus of the assessment was to identify potential habitat for special status wildlife within the Current Project area.

This assessment also focused attention on the specific sensitive species that have been documented in the project vicinity and/or whose habitat requirements are present within the Project site as identified through the database search and through a thorough review of the HFCP EIR Biological Resources analysis.

The focus of the faunal species surveys was to identify potential habitat for special status wildlife within the project area. Disturbance characteristics and all animal sign encountered on the site are recorded in the results section.

The surveyor also evaluated the properties for the presence of riverine/riparian/vernal pool habitat and jurisdictional waters i.e. waters of the U.S. as regulated by the U.S. Army Corps of Engineer (USACE) and Regional Water Quality Control (RWQCB), and/or jurisdictional streambed and associated riparian habitat as regulated by the California Department Fish and Wildlife (CDFW). Prior to the field visit, aerial photographs of the site were viewed and compared with the surrounding USGS 7.5-minute topographic quadrangle maps to identify drainage features within the survey area as indicated from topographic changes, blue-line features, or visible drainage patterns. The Environmental Protection Agency (EPA) Water Program "My Waters" data layer was also reviewed to determine whether any hydrologic features had been documented within the vicinity of the site. Similarly, the United States Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS) soil maps for Riverside County were used to identify the soil series in the area and to check these soils to determine whether they are regionally identified as hydric soils. The surveyor carefully assessed the site for depressions, inundation, presence of hydrophytic vegetation, staining, cracked soil, ponding, and indicators of active surface flow and corresponding physical characteristics such as a clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris. Suspected jurisdictional areas were checked for the presence of definable channels, soils, and hydrology.

RESULTS

As stated, the focus of this report is to provide a description/analysis of only any changes in the biological resources or species listings that have occurred since the time of the analysis of the Biological Resources as identified in the HFCP EIR.

The analysis of biological resources was based on a summary of literature and surveys conducted on and/or observations made immediately adjacent to the entire 265.3 acre HFCP Project site, which included the 35-acre Current Project site. The Biological Resources section cited the following reports as a basis for its determination:

- Michael Brandman Associates, 2008, Habitat Assessment and MSHCP Consistency Analysis.
- Michael Brandman Associates, 2007, Burrowing Owl Focused Survey.
- Michael Brandman Associates, 2007, Jurisdictional Delineation.
- Michael Brandman Associates, 2008, Letter Report Addendum to the MBA 2007 Jurisdictional Delineation.

The following analysis summarizes the issues and findings of the biological resources identified in the HFCP EIR, and how those issues and findings relate to the site conditions that were identified at the time of Jericho's September 2018 survey.

Site Conditions

HFCP EIR: The site conditions of the HFCP EIR study area were identified as subject to heavily disturbance associated with ranching and agriculture-related activities.

September 2018 Update – Current Project Sites: The site conditions of the Current Project were unchanged at the time of the September 2018 field visit. The parcels have been grubbed/mowed recently for control of weedy species, which primarily consists of non-native annual grasses - red and ripgut bromes (*Bromus rubens and B. diandrus* respectively), along with common weedy non-native herbaceous species such as tumbleweed (*Salsola tragus*) and summer mustard (*Hirschfeldia incana*). Wildlife observed during site visit within Project boundaries and adjacent surrounding properties were ravens (*Corvus corax*). No other animals were observed. The site is largely unchanged from the conditions present during the time of the Biological Resources Assessment in the HFCP EIR.

Federally Sensitive Plants

HFCP EIR: Two federally endangered plant species, and one threatened species were analyzed for their potential to occur in the study area: San Jacinto Valley crownscale and slender-horned spineflower thread-leaved brodiaea, respectively.

No evidence of the federally sensitive plants were found in the study area during reconnaissance-level surveys. In addition, no suitable habitat for these species, or any other federally-listed plant species known to occur in the region, were found to occur on site. Therefore, federally endangered plant species were not likely to occur in the study area.

September 2018 Update – Current Project Sites: There have been no additional plant listings for a federal sensitive status that would impact the Current Project sites. Further, there was no evidence of the sensitive plant species or evidence of suitable habitat for the sensitive species, as identified in the HFCP EIR. Therefore, there are no federally sensitive plants in the Current Project area.

Federally Sensitive Wildlife

HFCP EIR: Species evaluated for their potential to occur in the study area included: Riverside fairy shrimp, southwestern willow flycatcher, least Bell's vireo, Stephens' kangaroo rat, and western yellow-billed cuckoo. No suitable habitat for any of these species were determined to be present on site, except for the Stephens kangaroo rat (SKR). Marginal habitat was observed along existing roadsides and within active pasture areas. Because the 265.3-acre study area was within the known range of SKR, and low quality habitat was identified within areas of the 265.3-acre study area, it was determined that there was a moderate potential for SKR to occupy some portion of the 265.3-acre study area.

The study area is located within the boundaries of the SKR Habitat Conservation Plan (SKRHCP) fee area and not located within a SKRHCP Core Reserve Area.

September 2018 Update – Current Project Sites: The Stephens' kangaroo rat is nocturnal and lives a mainly subterranean lifestyle, only appearing above ground for around one hour per night. Burrows may be constructed by the rat itself or it may utilize the old burrows of pocket gophers (Geomyidae species) or California ground squirrels (*Otospermophilus beecheyi*). The burrows of Stephens' kangaroo rat are usually around 45 centimeters deep. Stephens' kangaroo rat is found in open grassland habitats where the

sparse vegetation is mainly composed of shrubs, sagebrush, grasses and forbs. The preferred terrain is usually slightly sloped or flat, with well-drained, loose soil which is at least 50 centimeters deep. It is also known to colonize abandoned agricultural areas and other disturbed habitats.

The Project sites are heavily graded and bounded by natural barriers on the north (SR-60), a warehouse on the east. The southern border consists of vacant lands disturbed by agriculture. Two burrows were discovered on the southeast end of the Current Project parcels, near the warehouse, but the specific species occupying the burrows could not be determined during the September 2018 field survey. There were no signs of current use by birds or fossorial mammals based on entrance observations (no recent tracks, scat, whitewash, castings, prey remains, feathers, etc.) and both burrow entrances had a significant amount of spider webbing at the entrances and continuing down the burrow cavity.

California Sensitive Plants

HFCP EIR: No California sensitive plant species, including those identified by the California Native Plant Society (CNPS) were known to occur on or in the vicinity of the project, and no suitable habitat occurred onsite for any California sensitive plant species studied.

September 2018 Update – Current Project Sites. There was no evidence of any of the California state sensitive plant species, or habitat for the species identified in the HFCP EIR.

California Sensitive Wildlife

HFCP EIR: Various California wildlife of various sensitivities were analyzed for their potential to occur in the study area. No suitable habitat was found in the study area to support California sensitive wildlife, except for SKR (previously identified), burrowing owl (BUOW), loggerhead shrike and California horned lark. Therefore, it was determined that SKR and burrowing owl have the potential to occur in the Project area.

September 2018 Update – Current Project Sites. The September 2018 field survey identified two burrows consistent in size and construction with that of California ground squirrels. No squirrels were observed during the site visit, and the burrows appeared have been inactive for some period of time based on observations of spider webs in the burrow entry. No individuals or signs of SKR, BUOW, horned lark, or loggerhead shrikes were observed during the site visit.

Wildlife Movement Corridors

HFCP EIR: The study area is adjacent to SR-60 and is bordered by agricultural and residential development in all directions. The nearest linkage area as identified under the MSHCP is Proposed Linkage 5 and is located approximately 3 miles north of the study area. It was determined that a project in the study area would not impede the movement of any wildlife; therefore, not impact any wildlife movement corridor.

September 2018 Update – Current Project Sites. There were no changes to development and linkages since the time of the study. Therefore, there remains no impact to wildlife movement corridors.

Jurisdictional Waters

HFCP EIR: A formal jurisdictional delineation conducted May and August 2007 concluded that the study area did not contain any drainage features subject to the jurisdiction of the USACE, RWQCB, and/or CDFG. The study area contained five non-jurisdictional features that include two agricultural ditches, one gully, and two roadside ditches. According to the Jurisdictional Delineation, these features do not meet the minimum requirements to be considered jurisdictional by the regulatory agencies because of their lack of connectivity to any downstream waters, and absence of a consistent bed and bank and ordinary high water mark. Additionally, roadside ditches are excavated wholly in uplands that do not carry relatively permanent water flows. These features are not traditional navigable waters or relatively permanent waters. They also do not meet the USACE significant nexus requirements. No jurisdictional wetlands were determined to occupy any portion of the study area.

September 2018 Update – Current Project Sites. The September 2018 survey did not identify any new drainages or jurisdictional features on-site. Therefore, the site conditions remain unchanged from the previous analysis.

Western Riverside County MSHCP - Location

HFCP EIR: The study area is located within the City of Moreno Valley which is in the Reche Canyon/Badlands Area Plan of the MSHCP. The study area did not fall within the boundaries of any area within the MSHCP identified for future conservation (Criteria Cells) or within any pre-determined block of habitat that supports any MSHCP covered species (Core Areas), or portions of habitat that connect the Core Areas (Linkages). The closest Core Area is Proposed Core Area 3, which is approximately 0.25 mile north of the study area, and the nearest Linkage area is Proposed Linkage 5 which occurs approximately 3 miles north of the site.

September 2018 Update – Current Project Sites. No applicable changes to the Criteria, Core, or Linkages have been made since the HFCP EIR studies that would impact the Current Project Sites' development.

Western Riverside County MSHCP – Burrowing Owl

HFCP EIR: The proposed project is located in an area of the MSHCP that requires a habitat assessment for burrowing owl. Moderately suitable habitat for burrowing was identified, although focused surveys determined the site to be unoccupied by burrowing owl at the time of the focused surveys. The project site contained agricultural lands, which are generally considered suitable for burrowing owl, even in highly disturbed, actively disked fields. Although no burrowing owls were observed during original focused surveys, the potential for burrowing owls to occur onsite could not be completely ruled out.

September 2018 Update – Current Project Sites. The September 2018 survey identified that the Current Project sites are actively mowed/grubbed fields, and two burrows were discovered at the southeast end of the Current Project sites. The burrows were examined for BUOW sign, including molted feathers, cast pellets, whitewash, prey remains and BUOW individuals, however, no BUOW sign was found. The site conditions remain moderately suitable for BUOW.

Western Riverside County MSHCP – Vernal Pool Habitat

HFCP EIR: The study area is located in an area of the MSHCP that requires a habitat assessment for species occupying vernal pools, and no vernal pools or ephemeral ponds were observed in the study area during the habitat assessment survey. Additionally, no sensitive fairy shrimp species, including Riverside fairy shrimp, were determined to have any potential to occur onsite.

September 2018 Update – Current Project Sites. The September 2018 field survey also found no evidence of vernal pools or ephemeral pools, or sensitive venal pool species, such as fairy shrimp within any area of the Current Project sites.

Western Riverside County MSHCP – Riparian/Riverine Habitat

HFCP EIR: The study area is located in an area of the MSHCP that requires a habitat assessment for species occupying riparian/riverine areas, specifically least Bell's vireo, southwestern willow flycatcher, and western yellow-billed cuckoo. No riparian/riverine habitat occurred in the study area and none of the associated wildlife species had any potential to occur on the site.

September 2018 Update – Current Project Sites. The September 2018 field survey also found no evidence of species occupying riparian/riverine areas, or riparian/riverine habitat.

CONCLUSIONS AND RECOMMENDATIONS

No plant or wildlife species have been listed under the California Endangered Species Act (CESA) or federal Endangered Species Act (ESA) that would impact the assessment or findings contained in the HFCP EIR.

No changes to the MSHCP have been made that would impact the assessment or findings contained in the HFCP EIR.

The HFCP EIR identified potential impacts to SKR, BUOW and nesting birds, but provided for mitigation measures that would reduce the potential impact to less than significant (refer to MM BR-1, MM BR-2, MM-BR-3 and MM BR-4 in the HFCP EIR). These mitigation measures require pre-construction surveys for SKR, BUOW and nesting birds prior to grading, as well as payment of the MSHCP fee.

MM BR-2 states: "Prior to issuance of a grading permit, the applicant shall pay the mandatory mitigation fee for the SKRHCP." These fees have been paid prior to initial site grading, therefore, this mitigation measure has been satisfied.

Based on the September 2018 field survey, the potential for SKR, BUOW and nesting birds are still a relevant concern even though the site has been disked due to the presence of suitable soils, the location of the adjacent vacant fields, and the presence of two burrows. However, the mitigation measures identified in the HFCP EIR are appropriate to reduce impacts to less than significant. No further mitigation measures are recommended based on the conditions of the Current Project.

The Current Project EIR Addendum focuses on a change of zoning and parcel merger which have no physical impact on the environment. However, once an applicant comes forward with a site construction plan, it is recommended that mitigation measures MM BR-1, MM-BR-3 and MM BR-4 in the HFCP EIR be implemented.

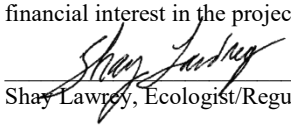
Jericho appreciates the opportunity to continue to be of service to Kimley-Horn. If you have any questions or need any clarifications, feel free to contact me at (909) 915-5900 or at shay@jericho-systems.com

Sincerely,

Shay Lawrey, President

Attachment: Site Photos

Certification: I hereby certify that the statements furnished herein, and in the attached exhibits present data and information required for this analysis to the best of my ability, and the facts, statements, and information presented are true and correct to the best of my knowledge and belief. This report was prepared in accordance with professional requirements and standards. I certify that I have not signed a non-disclosure or consultant confidentiality agreement with the project proponent and that I have no financial interest in the project.



Shay Lawrey, Ecologist/Regulatory Specialist

Photo 1 – 1st of 2 burrows observed, looking north from bottom of storm water catch basin.

Photo 2 – 2nd of 2 burrows observed, looking north from bottom of storm water catch basin.

	Photo 3 – Looking southeast from Redlands Blvd.
	Photo 4 – Looking northwest towards intersection of Redlands Blvd. and Hwy. 60 from Eucalyptus Ave.

	Photo 5 – Looking southeast towards Pettit Hill from northeast corner of property.
	Photo 6 – Looking southeast from intersection of Redlands Blvd. and Hwy 60.

Photo 7 – Looking east from Redlands Blvd.

Photo 8 – Looking southeast from Redlands Blvd.

APPENDIX C

Cultural Resources Assessment and Records Search

BCRCONSULTING LLC ARCHAEOLOGY HISTORIC PRESERVATION PALEONTOLOGY GIS
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October 1, 2018

Kari Cano
Kimley-Horn
3880 Lemon Street, Suite 420
Riverside, California 92501

Subject: **Cultural Resources Assessment Update for the Highland Fairview Corporate Park Parcels 2 and 3 Project, Moreno Valley, Riverside County, California (BCR Consulting Project No. KIM1806)**

Dear Kari:

BCR Consulting LLC (BCR Consulting) was retained by Kimley-Horn to update the cultural resources results for the Highland Fairview Corporate Park Parcels 2 and 3 Project (the project, depicted in Attachment A). This study will specifically update the cultural resources summary provided in *Draft Environmental Impact Report Highland Fairview Corporate Park PA07-0088 (CZ), PA07-0089 (GPA, PA07-0090 (TPM 35629), and PA07-0091 (PP)* (HFCP EIR), dated August 4, 2008. Please note that the California Environmental Quality Act (CEQA) does not strictly require or specify intervals to update cultural resource assessments. However, citing Section 5024.1(g)(4) of the Public Resources Code:

> If the survey is five or more years old at the time of its nomination for inclusion in the California Register, the survey is updated to identify historical resources which have become eligible or ineligible due to changed circumstances or further documentation and those which have been demolished or altered in a manner that substantially diminishes the significance of the resource.

Based on this requirement and on common practice for cultural resources assessments that are over five years old, the current study will:

- update records search results to check for recent cultural resource studies that may affect results and/or recommendations/mitigations,
- assess potential to identify previously unknown cultural resources that could be observed as a consequence of changing field conditions,
- check whether previously identified resources have become eligible or ineligible due to changed circumstances or further documentation.

Cultural Resources Records Search Update

BCR Consulting Staff Archaeologist Joseph Orozco, B.A. conducted the cultural resources records search at the Eastern Information Center (EIC) at the University of California, Riverside. The records search included a review of all recorded historic and prehistoric archaeological sites, as well as recorded built environment resources within one mile of the project site. The research also reviewed known cultural resource reports completed in the vicinity. The research revealed that 20 cultural resource studies have taken place resulting in 24 cultural resources recorded within one mile of the project site. The project site has

been subject to five previous cultural resources assessments that have resulted in 16 cultural resources identified within its boundaries. Fourteen (14) of the previous cultural resources within the project site boundaries are historic-period buildings, structures, and features associated with the Historic-period Kerr Ranch, and two are prehistoric isolated artifacts. The Kerr Ranch was evaluated and found not significant under CEQA. Isolated artifacts such as those found on the project site are not associated with archaeological site deposits and are not considered significant resources under CEQA. The records search results are summarized in Table A.

Table A. Records Search Results (One-Mile Radius)

USGS 7.5 Min. Quad	Cultural Resources	Cultural Resource Reports
Riverside East, California (1980)	P-33-7275: historic-period residence (1/2 mile NE) P-33-7291: historic-period homestead (1/8 mile NE) P-33-7910: historic-period habitation site (3/4 mile E) P-33-8709: prehistoric habitation site (3/4 mile E) P-33-15436: historic-period residence (within project) P-33-15648: prehistoric isolated metate (1/2 mile E) P-33-15649: historic period building foundations (3/4 mile E) P-33-15796: historic-period residential complex (1/4 mi. SW) P-33-16655: historic-period Kerr Ranch (within project) P-33-16656: historic-period structure (within project) P-33-16657: historic-period silos (within project) P-33-16658: historic-period building (within project) P-33-16659: historic-period storage building (within project) P-33-16660: historic-period horse stalls (within project) P-33-16661: historic-period barn (within project) P-33-16662: historic-period barn (within project) P-33-16663: historic-period barn/office (within project) P-33-16664: historic-period residence (within project) P-33-16665: historic-period feed shelter (within project) P-33-16670: historic-period building complex (within project) P-33-16671: historic-period residence (within project) P-33-19873: prehistoric isolated metate (within project) P-33-19874: prehist. iso. projectile pt. base (within project) P-33-21096: historic-period road (1 mile SE)	RI-0085*, 0087, 2096, 2097, 2172*, 3693, 5299, 5473*, 5474*, 6950, 7035, 7991, 8242, 8368, 8625, 8689, 8802*, 8879, 9481, 10313

*Previously Assessed Portion of Project

Cultural Resources Field Check

BCR Consulting Principal Archaeologist David Brunzell, M.A., RPA and Staff Archaeologist Joseph Orozco, B.A. conducted a systematic cultural resources field check of the project site. During the field check, BCR Consulting archaeologists revisited vacant portions of the project site that contained previously recorded resources, and walked systematic 15-meter transects across approximately 20 percent of the accessible project site. Soil exposures were carefully inspected for evidence of cultural resources. Overview photographs were also taken at various points within and around the project site. The central portion of the project site is occupied by a Skechers Factory/Outlet. The vacant portions of the property have been mechanically graded and excavated and no remaining evidence for cultural resources

was identified on the surface. The mechanical grading and excavation within 100 percent of the project site has resulted in severe disturbances at/below the surface to unknown depths.

Summary and Recommendations

The records search and field check did not identify any cultural resources (including prehistoric or historic-period archaeological sites or historic-period buildings) within the project site. However, the former presence of historic and prehistoric resources on the project site and in the vicinity do indicate a possibility for buried resources within the project site boundaries. Based on these results, recommendations consistent with mitigations developed for the HFCP EIR completed for the project (see page 5.5-8) are considered appropriate. These are quoted below.

> **MM CR-1.** Prior to the issuance of a grading permit, a City-approved Project Archaeologist shall be retained to initiate and supervise cultural resource mitigation-monitoring during project-related earthmoving in all areas of the project, subject to certain constraints found in MM CR-2.
>
> **MM CR-2.** Project-related archaeological monitoring shall include the following constraints:
>
> 1. All construction-related earthmoving shall be monitored to a depth of ten (10) feet below grade by the Project Archaeologist or his/her designated representative;
>
> 2. Once 50 percent of the earth to be moved has been examined by the Project Archaeologist, the Project Archaeologist may, at his or her discretion, terminate monitoring if and only if no buried cultural resources have been detected;
>
> 3. If buried cultural resources are detected during monitoring, monitoring must continue until 100 percent of virgin earth within the study area has been disturbed and inspected by the Project Archaeologist or his/her designated representative.
>
> 4. Grading shall cease in the area of a cultural artifact or potential cultural artifact as delineated by the Project Archaeologist or his/her designated representative. Grading should continue in other areas of the site while a particular find [is] investigated; and
>
> 5. If cultural artifacts are uncovered during grading, they shall be examined by a professional archaeologist subject to MM CR-3, then curated in a museum chosen by the City. A mitigation-monitoring report must accompany the artifacts.
>
> **MM CR-3.** Should buried prehistoric cultural resources be encountered during monitoring, the resources shall be Phase-II tested and evaluated for significance following CEQA Guidelines prior to continuance of grading in the area.
>
> **MM CR-4.** The City of Moreno Valley shall designate representative Tribal Group(s) to monitor the project. Qualified representatives of the Tribal Group(s) shall be

granted access to the project site to monitor grading on terms reasonably acceptable to the applicant.

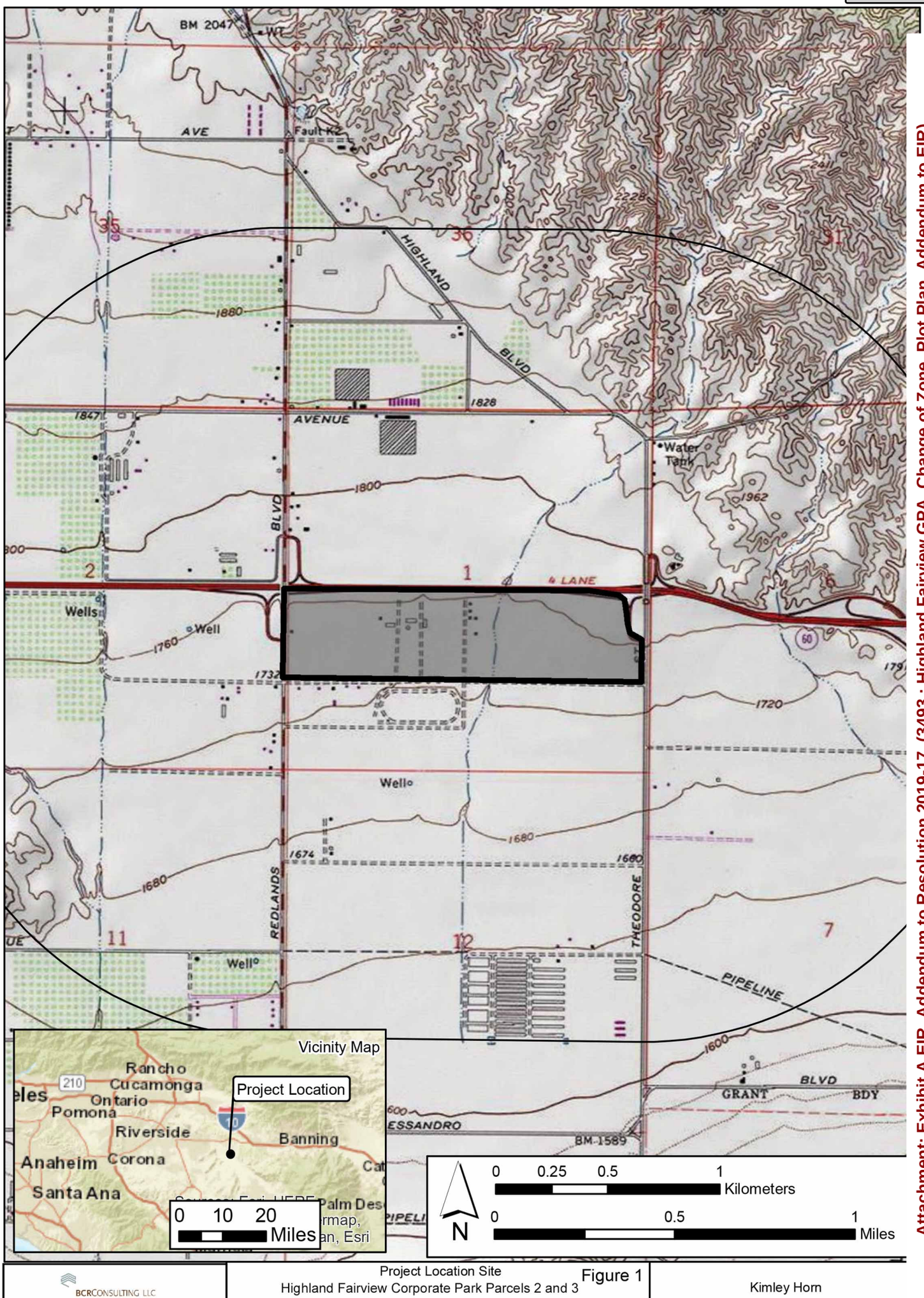
If human remains are encountered during activities associated with the proposed project, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC.

Please contact me by phone at 909/525-7078 or e-mail at david.brunzell@yahoo.com with any questions or comments.

Sincerely,

David Brunzell, M.A./RPA
Principal Investigator/Archaeologist

Attachment A: Project Location Map
Attachment B: Project Photographs



BCRCONSULTING LLC

Project Location Site
Highland Fairview Corporate Park Parcels 2 and 3
Reference: ESRI; USGS Quad: Sunnymead, California (1980)

Figure 1

Kimley Horn

Attachment: Exhibit A EIR Addendum to Resolution 2019-17 (3493 : Highland Fairview GPA, Change of Zone, Plot Plan, Addendum to EIR)

Photo 1: Vacant Portion of Project Site (View North)

Photo 2: Vacant Portion of Project Site (View East)

APPENDIX D

Traffic Memorandum

Kimley»Horn

MEMORANDUM

To: Mr. Patrick Revere, Highland Fairview Director of Development

From: Serine Ciandella

Date: October 17, 2018

Re: Highland Fairview Corporate Park Parcels 2 and 3 Project –Trip Generation Consistency Memorandum

---

This Trip Generation Consistency Memorandum has been prepared to provide trip generation estimates for the proposed Highland Fairview Corporate Park Parcels 2 and 3 project in the City of Moreno Valley, and to demonstrate that the trip generation for the proposed project would be consistent with (less than or equal to) the trip generation estimates for the Highland Fairview Corporate Park (HFCP) project, as approved in 2008.

PROJECT DESCRIPTION

The Highland Fairview Corporate Park project is located in Rancho Belago, in the eastern area of the City of Moreno Valley in the County of Riverside. The project was approved in August, 2008. A portion of the project – Parcel 1 – has been constructed.

The HFCP Parcels 2 and 3 project consists of Parcels 2 and 3 within the HFCP Land Plan. The chart below provides a summary of the approved HFCP land use plan, and the changes proposed as part of the project.

Parcel	Approved HFCP Project		Parcel	Proposed Project	
	Land Use	Sq. Ft.		Land Use	Sq. Ft.
1	Logistics	1,810,000	1	Logistics	1,810,000
1	Outlet Center	10,000	1	Outlet Center	10,000
2	Logistics	600,000	2/3 [1]	Logistics [1]	800,000 [1]
3	Commercial	120,000			
4	Commercial	80,000	4	Commercial	80,000
[1] Proposed project change					

The project proposes changes to the approved HFCP project, as discussed below.

- Parcel 2 currently has a General Plan Designation of Business Park, and a Zoning Designation of Light Industrial. Parcel 3 currently has a General Plan Designation of Commercial, and a Zoning Designation of Community Commercial.

- Parcel 2 was approved for 600,000 square feet of Logistics (Light Industrial) development, and Parcel 3 was approved for 120,000 square feet of Commercial development, for a combined total of 720,000 square feet of approved development on Parcels 2 and 3.

- The HFCP Parcels 2 and 3 project proposes a General Plan Amendment for Parcel 3, to change the designation from Commercial to Business Park; and to consolidate Parcels 2 and 3 into one parcel for future development of 800,000 square feet of Logistics use – which would be an increase of 80,000 square feet of development for the two parcels, compared to the approved square footage.

PROJECT TRAFFIC

Approved Project Trip Generation

A copy of the trip generation table for the approved Highland Fairview Corporate Park, taken from the Draft Environmental Impact Report (DEIR) (*Michael Brandman Associates, August 4, 2008*), is provided as *Attachment A*.

The trip generation rates used in the approved traffic impact analysis consisted of:

- *Logistics*: City-derived trip rates based on the National Association for Industrial and Office Parks (NAIOP) High-Cube Warehouse trip rates;
- *Commercial*: Moreno Valley Traffic Model (MVTM) Community Commercial trip rates;
- *Outlet Center*: Institute of Transportation Engineers (ITE) Trip Generation Manual, 8th Edition.

Project Truck Trips and Passenger Car Equivalents (PCE)

A portion of the traffic generated by the Logistics components of the project will be trucks. Passenger Car Equivalent (PCE) factors are applied to the trucks to account for the added impact that these larger vehicles have on traffic operations, compared to passenger vehicles.

The passenger vehicle and truck mix assumptions and the PCE factors that were used in the HFCP DEIR are as follows:

Truck Mix and Passenger Car Equivalent (PCE) Factors [1]

Vehicle Mix	Passenger Cars		Trucks	Total Vehicles
Passenger Car / Truck Mix	46%		54%	100%
Truck Mix	2-Axle	3-Axle	4+-Axle	Total Trucks
Truck breakdown by Axle	11.9%	24.4%	63.7%	100%
PCE Factors	1.5	2.0	3.0	--

[1] Source: Highland Fairview Corporate Park – Draft Environmental Impact Report, Michael Brandman Associates, August 2008

It should be noted that all passenger vehicles have a PCE factor of 1.0. The truck PCE factors shown above were applied to the truck trips based on number of axles (1.5 PCE for 2-axle trucks, 2.0 PCE for 3-axle trucks, and 3.0 PCE for 4+-axle trucks) to estimate the total PCE trips generated by the project.

Using these trip generation rates and PCE factors, the vehicle trips and PCE trip generation estimates for the Approved Project are shown on Table 1, and summarized below.

Approved HFCP Project Trip Generation		
Period	Vehicle Trips	PCE Trips
Daily	15,339	18,809
AM Peak Hour	769	995
PM Peak Hour	1,157	1,424

Skechers Trip Generation Study

As previously mentioned, Parcel 1 of the HFCP project has been constructed, consisting of a Skechers Warehouse and a Skechers Outlet Center. Traffic counts were collected in May, 2016 at the three entry points for the existing Skechers warehouse and outlet development.

The traffic counts were collected to determine the actual trip-generating characteristics of the Skechers facility, and to compare this empirical data to the trip generation rates used in the Highland Fairview Corporate Park DEIR. A copy of the Skechers trip generation study *(WSP|Parsons Brinckerhoff, June 23, 2016)* is provided in *Attachment B*.

The study found the following when comparing the actual Skechers (Phase 1) traffic to the trip generation estimates in the approved Highland Fairview Corporate Park DEIR:

Comparison of Actual Skechers Traffic Counts to the Approved HFCP Parcel 1			
Trip Source	Daily	AM Peak Hour	PM Peak Hour
Approved HFCP – Parcel 1	3,059	200	236
Skechers Site Traffic Counts	1,669	198	104
Actual trips as a %-age of the approved project trips	55%	99%	44%

Proposed Project Trip Generation

The project trips that would result from the proposed changes to Parcels 2 and 3 were estimated in three different ways to account for changes in ITE trip generation rates since the project approvals, and the availability of the traffic count data from the existing Skechers development. The following three trip rate scenarios were evaluated:

Scenario	Trip Generation Rate Source			
	Parcel 1	Parcel 2	Parcel 3	Parcel 4
A	Skechers Traffic Counts	Skechers Traffic Counts	Skechers Traffic Counts	ITE, 10th Edition
B	Skechers Traffic Counts	ITE, 10th Edition	ITE, 10th Edition	ITE, 10th Edition
C	ITE, 10th Edition	ITE, 10th Edition	ITE, 10th Edition	ITE, 10th Edition

The resulting vehicle trips and PCE trip generation estimates for Scenarios A, B, and C are shown on Table 2, Table 3, and Table 4, respectively. A summary of the trips for each scenario, compared to the trip generation for the approved HFCP project is provided below.

Scenario	Trip Generation Comparison		
	Daily	AM Peak	PM Peak
	Vehicle Trips		
Approved HFCP Project	15,339	769	671
A	6,076	370	503
B	6,459	346	537
C	6,940	292	588
	PCE Trips		
Approved HFCP Project	18,809	995	1,424
A	7,038	453	534
B	8,081	459	626
C	10,054	470	810

As shown on Tables 1 through 4, and in the trip summary above, the changes to Parcels 2 and 3 that are proposed by the HFCP Parcels 2 and 3 project would result in fewer daily and peak hour vehicle trips, as well as PCE trips than the approved HFCP project.

Table 1

Approved Highland Fairview Corporate Park
Project Trip Generation [1]

ALL VEHICLES

Parcel	Use	SF	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
1	Logistics	1,810,000	109	91	200	91	145	236	3,059
1	Outlet Center	10,000	5	2	7	11	12	23	266
2	Logistics	600,000	36	30	66	30	48	78	1,014
3	Commercial	120,000	199	98	297	212	280	492	6,600
4	Commercial	80,000	133	66	199	142	186	328	4,400
	Total	*2,620,000*	*482*	*287*	*769*	*486*	*671*	*1,157*	*15,339*

ALL VEHICLES, WITH PCE FACTORS

Parcel	Use	SF	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
1	Logistics	1,810,000	201	168	369	168	268	436	5,665
1	Outlet Center	10,000	5	2	7	11	12	23	266
2	Logistics	600,000	67	56	123	56	89	145	1,878
3	Commercial	120,000	199	98	297	212	280	492	6,600
4	Commercial	80,000	133	66	199	142	186	328	4,400
	Total	*2,620,000*	*605*	*390*	*995*	*589*	*835*	*1,424*	*18,809*

[1] All trip rates are based on the approved Highland Fairview Corporate Park Final EIR, as follows:
- Logistics: City-derived rates based on the NAIOP High-Cube Warehouse trip rates
- Commmercial: Moreno Valley Traffic Model (MVTM) Community Commercial trip rates
- Outlet Center: ITE Trip Generation Manual, 8th Edition, Land Use Category 823 - Factory Outlet Center

Table 2

Proposed Project: Convert Parcel 3 from 120,000 SF Commercial to 200,000 SF Logistics

Scenario A:

Trip Generation Estimates based on Skechers Trip Counts for Parcels 1, 2, and 3, and ITE Trip Generation Manual 10th Edition Trip Rates for Parcel 4

ALL VEHICLES

Parcel	Use	SF	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
1	Logistics [1]	1,810,000	129	69	198	13	92	105	1,669
1	Outlet Center [1]	10,000	5	3	8	20	28	48	650
2	Logistics [1]	600,000	43	23	66	4	31	35	553
3	Logistics [1]	200,000	14	8	22	1	10	11	184
4	Commercial [2]	80,000	47	29	76	146	158	304	3,020
	Total	*2,700,000*	*238*	*132*	*370*	*184*	*319*	*503*	*6,076*

ALL VEHICLES, WITH PCE FACTORS

Parcel	Use	SF	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
1	Logistics [1]	1,810,000	167	89	256	15	111	126	2,336
1	Outlet Center [1]	10,000	5	3	8	20	28	48	650
2	Logistics [1]	600,000	55	30	85	5	37	42	774
3	Logistics [1]	200,000	18	10	28	2	12	14	258
4	Commercial [2]	80,000	47	29	76	146	158	304	3,020
	Total	*2,700,000*	*292*	*161*	*453*	*188*	*346*	*534*	*7,038*

[1] Trip rates based on *Skechers Expansion Trip Generation Study* (WSP | Parsons Brinkerhoff, June 23, 2016)

[2] Trip rates based on ITE Trip Generation Manual, 10th Edition

Table 3

Proposed Project: Convert Parcel 3 from 120,000 SF Commercial to 200,000 SF Logistics

Scenario B:

Trip Generation Estimates based on Skechers Trip Counts for Existing Development (Parcel 1), and ITE Trip Generation Manual 10th Edition Trip Rates for Future Development (Parcels 2, 3, and 4)

ALL VEHICLES

Parcel	Use	SF	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
1	Logistics [1]	1,810,000	129	69	198	13	92	105	1,669
1	Outlet Center [1]	10,000	5	3	8	20	28	48	650
2	Logistics [2]	600,000	37	11	48	17	43	60	840
3	Logistics [2]	200,000	12	4	16	6	14	20	280
4	Commercial [2]	80,000	47	29	76	146	158	304	3,020
	Total	*2,700,000*	*230*	*116*	*346*	*202*	*335*	*537*	*6,459*

ALL VEHICLES, WITH PCE FACTORS

Parcel	Use	SF	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
1	Logistics [1]	1,810,000	167	89	256	15	111	126	2,336
1	Outlet Center [1]	10,000	5	3	8	20	28	48	650
2	Logistics [2]	600,000	69	20	89	31	80	111	1,556
3	Logistics [2]	200,000	23	7	30	10	27	37	519
4	Commercial [2]	80,000	47	29	76	146	158	304	3,020
	Total	*2,700,000*	*311*	*148*	*459*	*222*	*404*	*626*	*8,081*

[1] Trip rates based on *Skechers Expansion Trip Generation Study* (WSP | Parsons Brinkerhoff, June 23, 2016)

[2] Trip rates based on ITE Trip Generation Manual, 10th Edition

Table 4

Proposed Project: Convert Parcel 3 from 120,000 SF Commercial to 200,000 SF Logistics

Scenario C:

Trip Generation Estimates based on ITE Trip Generation Manual 10th Edition Trip Rates for All Parcels

ALL VEHICLES

Parcel	Use	SF	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
1	Logistics	1,810,000	112	33	145	51	130	181	2,534
1	Outlet Center	10,000	5	2	7	11	12	23	266
2	Logistics	600,000	37	11	48	17	43	60	840
3	Logistics	200,000	12	4	16	6	14	20	280
4	Commercial	80,000	47	29	76	146	158	304	3,020
	Total	*2,700,000*	*213*	*79*	*292*	*231*	*357*	*588*	*6,940*

ALL VEHICLES, WITH PCE FACTORS

Parcel	Use	SF	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
1	Logistics	1,810,000	208	60	268	94	241	335	4,693
1	Outlet Center	10,000	5	2	7	11	12	23	266
2	Logistics	600,000	69	20	89	31	80	111	1,556
3	Logistics	200,000	23	7	30	10	27	37	519
4	Commercial	80,000	47	29	76	146	158	304	3,020
	Total	*2,700,000*	*352*	*118*	*470*	*292*	*518*	*810*	*10,054*

[1] All trip rates based on ITE Trip Generation Manual, 10th Edition

ATTACHMENT A

HIGHLAND FAIRVIEW CORPORATE PARK
PROJECT TRIP GENERATION TABLE

Draft Environmental Impact Report Highland Fairview Corporate Park PA07-0088 (CZ), PA07-0089 (GPA), PA07-0090 (TPM 35629), and PA07-0091 (PP)

State Clearinghouse Number 2007101132

Prepared for:

City of Moreno Valley
Community Development Department
14177 Frederick Street
Moreno Valley, CA 92552

Prepared by:

Michael Brandman Associates
220 Commerce, Suite 200
Irvine, CA 92602

August 4, 2008

Table 5.14-8: Trip Generation Summary

Parcel	Land Use	Building Area (sq ft)	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
Phase 1									
1	Logistics	1,810,000	109	91	200	91	145	236	3,059
1	Outlet Center	10,000	5	2	7	11	12	23	266
	Total	**1,820,000**	**114**	**93**	**207**	**102**	**157**	**259**	**3,325**
	Percent Trucks		48%	57%	52%	57%	44%	49%	50%
Phase 2									
1	Logistics	1,810,000	109	91	200	91	145	236	3,059
2	Logistics	600,000	36	30	66	30	48	78	1,014
	Sub-Total Logistics	**2,410,000**	**145**	**121**	**266**	**121**	**193**	**314**	**4,073**
1	Outlet Center	10,000	5	2	7	11	12	23	266
4	Community Commercial	80,000	133	66	199	142	186	328	4,400
	Sub-Total Commercial	**90,000**	**138**	**68**	**206**	**153**	**198**	**351**	**4,666**
	Total	**2,500,000**	**283**	**189**	**472**	**274**	**391**	**665**	**8,739**
	Percent Trucks		26%	38%	31%	29%	24%	26%	25%
Phase 3 (Project Buildout)									
1	Logistics	1,810,000	109	91	200	91	145	236	3,059
2	Logistics	600,000	36	30	66	30	48	78	1,014
	Sub-Total Logistics	**2,410,000**	**145**	**121**	**266**	**121**	**193**	**314**	**4,073**
1	Outlet Center	10,000	5	2	7	11	12	23	266
4	Community Commercial	80,000	133	66	199	142	186	328	4,400
3	Community Commercial	120,000	199	98	297	212	280	492	6,600
	Sub-Total Commercial	**210,000**	**337**	**166**	**503**	**365**	**478**	**843**	**11,266**
	Total	**2,620,000**	**482**	**287**	**769**	**486**	**671**	**1,157**	**15,339**
	Percent Trucks		15%	25%	19%	16%	14%	15%	14%

Source: Austin-Foust Associates, Inc., 2008.

The Trip Generation Rates for High-Cube Warehouse land use utilized in the project traffic study and EIR Table 5.14-6 have been developed by the City of Moreno Valley staff. A standard deviation was applied by the City staff to the rates derived in the NAIOP Western Riverside County Warehouse / Distribution Center Trip Generation study dated March 2007. The Western Riverside County Study

ATTACHMENT B

SKECHERS EXPANSION
TRIP GENERATION STUDY

WSP | PARSONS BRINCKERHOFF

Memorandum

TO: Wayne Peterson and Brian Hixon, Highland Fairview

FROM: Billy Park, TE

Don Hubbard, TE, AICP

DATE: June 23, 2016

SUBJECT: **Skechers Expansion Trip Generation Study**

Skechers is considering an option to develop a parcel of land between their existing warehouse and Redlands Boulevard. The development would expand the footprint of their current building westward (see Exhibit 1) and would consist entirely of warehouse space (i.e. no retail space). This memo analyzes the trip generation rate for the existing warehouse portion of the Skechers building, which can provide an indication of how much traffic would be generated by such an expansion.

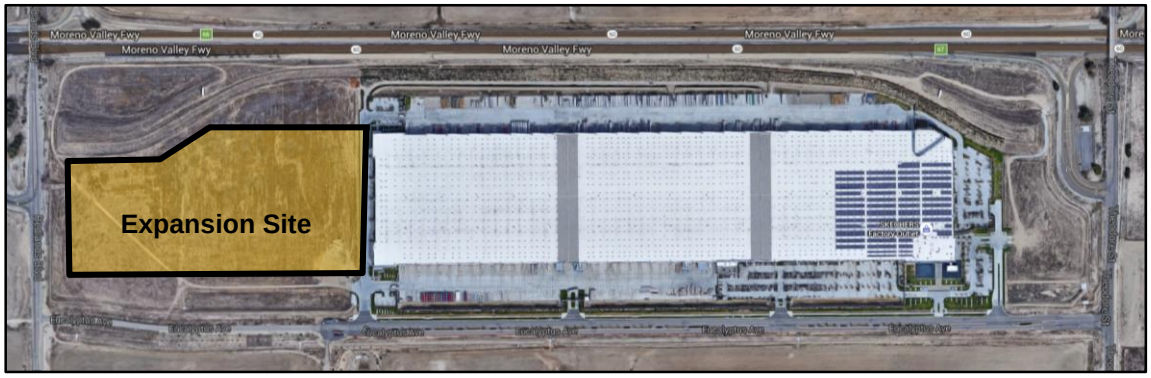


Exhibit 1: Site of Proposed Expansion

Trip Generation from Logistics

To determine the actual trip-generation characteristics of Skechers, traffic counts were collected at the three sites shown in Exhibit 2 from May 23, 2016 (Monday) to May 27, 2016 (Friday).

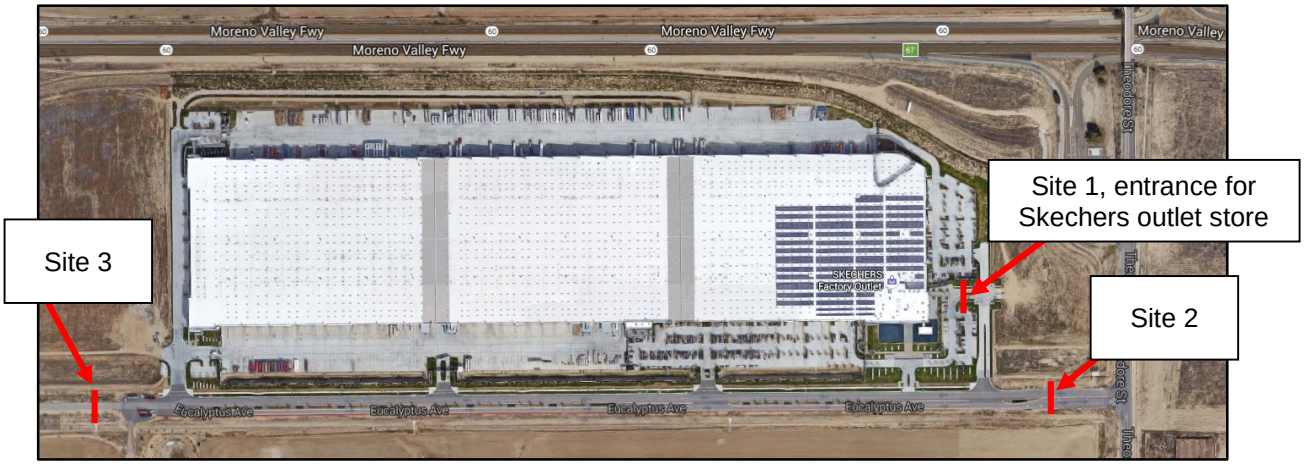


Exhibit 2: Traffic Count Sites

The traffic counts from Site 1 define the trip generation of the factory outlet portion of the Skechers building. The trip generation of the remainder of the Skechers building, which is Logistics, was calculated by subtracting the traffic counts at Site 1 from those at Sites 2 and 3. This is shown in Exhibit 3.

Trip Source	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Sites 2 and 3 (Entire Skechers Site)	134	72	206	32	120	152	2,319
Site 1 (Factory Outlet Store)	5	3	8	20	28	48	650
Trips from Logistics Portion	129	69	198	12	92	104	1,669

Exhibit 3: Computation of Trips from Logistics

Exhibit 4 compares the actual trip generation from the logistics portion of Skechers with the forecasts in the Corporate Park TIA[1]. As can be seen in the exhibit, the TIA was quite close for the AM peak hour trips but was about double the actual trip generation for the PM peak hour and for daily trips.

Trip Source	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Logistics							
Corporate Park TIA (Phase 1)	109	91	200	91	145	236	3,059
Traffic Counts at Skechers	129	69	198	12	92	104	1,669
Actual as % of Corporate Park TIA	118%	76%	99%	13%	63%	44%	55%

Exhibit 4: Comparison of Traffic Counts with Corporate Park TIA

A separate calculation was performed for truck trips, as shown in Exhibit 5. As can be seen in Exhibit 5, the Skechers building generates much lower truck traffic than was forecast in the original TIA; only 20% of the forecast for daily, 28% for the AM peak hour, and 8% for the PM peak hour.

Trip Source	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Logistics Trucks							
Corporate Park TIA (Phase 1)	56	52	108	59	68	127	1,663
Traffic Counts at Skechers	14	16	30	3	7	10	338
Actual as % of Corporate Park TIA	25%	31%	28%	5%	10%	8%	20%

Exhibit 5: Comparison of Truck Traffic Counts with Corporate Park TIA

Trip-Generation Rates

The trips shown in Exhibit 4 must be converted into trip-generation rates so that they can be used to forecast the traffic that would be generated by the proposed warehouse expansion Exhibit 6 shows the trip

[1] *City of Moreno Valley – Highland Fairview Corporate Park Draft EIR, July 2008*

generation rate for the Skechers logistics operations in comparison with the trip-generation rates in the ITE *Trip Generation Manual*. The ITE trip-gen rate is accurate for the AM peak hour but about double the actual rate for the PM peak hour and daily forecasting periods.

Trip Source	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
High-Cube Warehouse (ITE Code 152)							
ITE Trip Generation 9th Edition	0.076	0.034	0.110	0.037	0.083	0.120	1.68
Traffic Counts at Skechers	0.071	0.038	0.110	0.007	0.051	0.058	0.92
Actual as % of ITE	94%	112%	100%	18%	62%	48%	55%

Exhibit 6: Trip-Generation Rates (Vehicle-trips per KSF)

The percentage of trucks in the Project traffic were also computed from the Skechers traffic counts. This is shown in Exhibit 7, with the percent trucks from the Corporate Park TIA included as a reference. The actual percentage of trucks is much lower than was forecast in the original TIA.

Trip Source	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Percent Trucks							
Corporate Park TIA (Phase 1)	28%	26%	54%	25%	29%	54%	54%
Traffic Counts at Skechers	7%	8%	15%	3%	7%	10%	20%

Exhibit 7: Percent Trucks

Based on this analysis of recent traffic counts we recommend that the trip generation rates, from the “Traffic Counts at Skechers”, shown in Exhibit 6 and the truck percentages shown in Exhibit 7 be used as the basis for estimating the traffic that will be generated by expansion of the Skechers warehouse space.

APPENDIX E

EMWD Water Supply Assessment Memorandum

November 9, 2018

Patrick Revere
14225 Corporate Way
Moreno Valley, CA 92553

Subject: Water Supply Assessment for Highland Fairview Corporate Park

To Patrick Revere:

On March 21, 2012, the Board of Directors of the Eastern Municipal Water District (EMWD) approved the Water Supply Assessment (WSA) for the World Logistics Center Specific Plan in Moreno Valley in accordance with the provisions of Senate Bill 221 (SB221) and Senate Bill 610 (SB610). This WSA included the Highland Fairview Corporate Park. SB221 and SB610 require EMWD, when requested, to prepare a WSA determining that adequate water supplies are or will be available to meet water demands associated with proposed land development. Note that the determination for whether a project requires a new or updated WSA is made by the appropriate land use agency.

Subsequent to the approval of this WSA, EMWD completed an update to its Urban Water Management Plan (UWMP) in 2015, which evaluates supplies and demands in five year planning horizons through 2040. The anticipated water demands from this development have been included in the 2015 UWMP, provided any changes to the project do not cause the water demands to exceed those estimated in the 2012 WSA.

The 2015 UWMP concludes that EMWD can meet anticipated demands through 2040 under normal and historic dry conditions.

Sincerely,

Gordon Ng, P.E.
Civil Engineer

GN:gn

2270 Trumble Road • P.O. Box 8300 • Perris, CA 92572-8300
T 951.928.3777 • F 951.928.6177 www.emwd.org

APPENDIX F

Supplemental Traffic Memo

Technical Memorandum

To: Patrick Revere, Director of Land Development, Highland Fairview

From: Don Hubbard, TE, AICP

Subject: **Skechers Expansion EIR Addendum - Traffic**

Date: March 15, 2019

Summary of findings

The addition of 800,000 square feet of logistics facilities and the construction of two roundabouts does not require any additional modifications or mitigation measures to any of the affected roadways or intersections. The LOS will meet the City standard (LOS D) or better for all intersections both now and in the horizon year (2045).

Background

In 2008 the City of Moreno Valley approved an EIR[1] for the Highland Fairview Corporate Park (HFCP) project. The project would develop 4 parcels in the block bounded by SR-60 to the north, Eucalyptus Blvd to the south, Theodore Street[2] to the east and Redlands Blvd to the west (see Exhibit 1). Thus far only Parcel 1 has been developed, in the form of the Skechers building.

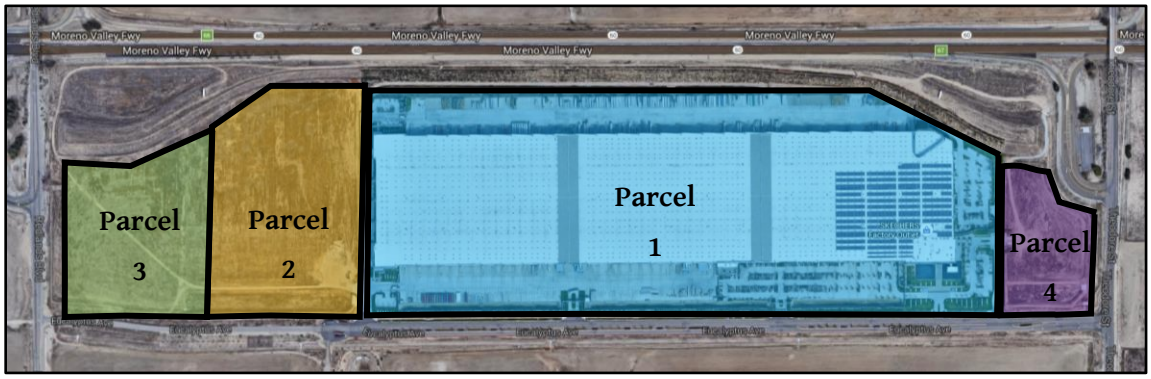


Exhibit 1: Parcels in the HFCP Site (shapes are approximate)

Skechers and Highland Fairview are exploring the possibility of modifying the original HFCP plan in several ways:

- Extending the existing Skechers logistics operations westward with an 800,000 square feet new logistics building on Parcels 2 and 3 between their existing warehouse and Redlands Boulevard

[1] *City of Moreno Valley – Highland Fairview Corporate Park Draft EIR, July 2008*

[2] Since re-named World Logistics Center (WLC) Parkway. Part of the rationale for the name change was to encourage WLC traffic, for example a truck drive unfamiliar with the site, to use the parkway rather than Redlands Boulevard.

(see Exhibit 2). (The original HFCP EIR had assumed 120,000 square feet of commercial on Parcel 3 in the EIR.)

- The new space would be served by a truck driveway (the north leg of Intersection 4) and a driveway for employee cars (the north leg of Intersection 3). Intersection 4 would be a roundabout whose south leg would be a local access road serving buildings on WLC Street E.

- Using roundabouts rather than signalization at Intersections 1 and 2.

The purposes of this memo are:

- To provide input for a supplemental EIR to cover the revisions described above. Specifically, this analysis supplements *Appendix J: Traffic Study Report* of the original EIR

- To determine whether roundabouts would provide an acceptable level of service (LOS) at Intersections 2 and 4. Although Intersection 1 is shown in Exhibit 2, it is not part of the analysis; it is shown in the design drawing only because the footprint of Redlands Boulevard, with a roundabout at Intersection 2, must allow sufficient space for a roundabout at Intersection 1 should the City of Moreno Valley choose to pursue that option at some future time.

- A settlement agreement between the City and the Sierra Club includes a provision directing large trucks (over 10,000 lbs) from HFCP to enter and leave the site using WLC Parkway rather than Redlands Boulevard[3]. The Skechers Expansion will be subject to this same provision. The southbound approach to Intersection 4, i.e. the truck driveway exiting the Skechers site, will have signage directing trucks towards WLC Parkway. This may say, for example, "Left Turn Only. Photo Enforced".

  For that reason, capacity analysis of the WPC Pkwy/Eucalyptus Ave, WLC Pkwy/SR-60 EB Ramps, and WLC Pkwy/SR-60 WB Ramps intersections (Intersections 5, 6, and 7 in Exhibit 2) was also performed to confirm their ability to handle the truck (and other) traffic from the Skechers extension.

[3] Large trucks traveling to/from other projects (not HFCP) are not restricted from using Redlands Blvd north of Eucalyptus Ave.

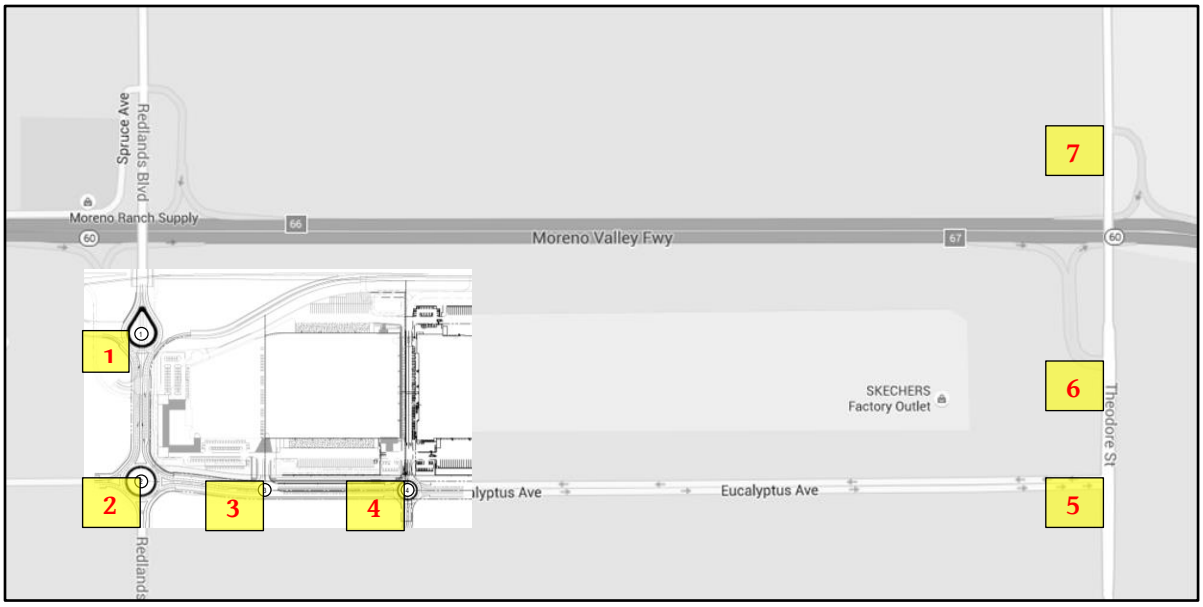


Exhibit 2: Study Intersections

Scenarios Tested

The analysis covered two scenarios, namely:

- Existing Conditions: This scenario represents existing geometry and traffic counts with the existing Skechers facility on Parcel 1.
- Existing Plus Project Conditions: This scenario assumes the existing traffic volumes on Redlands Boulevard, plus traffic from the existing Skechers facility, plus traffic from an 800,000 sq.ft. high-cube extension of Skechers on Parcels 2 and 3 with no WLC buildings in operation. The trip-gen for Skechers was made using the measured trip-gen rate for Skechers for the existing building and the trip-gen rate for high-cube warehouses found in ITE's Trip Generation 10th edition for the 800,000 sq. ft. extension. The southern leg of Intersection 4 would be closed, since no WLC buildings or roads would exist.
- Horizon Year 2045 No Project Conditions: This scenario corresponds to the traffic forecast in the SR-60/WLC Pkwy Interchange traffic study[4] and includes existing Skechers buildings on Parcel 1 along with 80,000 sq. ft. of planned commercial on Parcel 4, buildout of the WLC, and other reasonably foreseeable development projects.
- Horizon Year 2045 Plus Project Conditions: This scenario is the same as the Horizon Year 2045 No Project Conditions but with the 800,000 sq.ft. extension of the Skechers building and roundabouts at Intersections 2 and 4. The south leg of Intersection 4 would be a 2-lane access road serving the buildings along Street E in the WLC.

[4] Note: The Skechers expansion was an assumed background project in the WLC Parkway IC traffic study. Since this traffic will in effect be double-counted, the result will be conservative for CEQA purposes. Also, the WLC Parkway study used traffic counts from May 2017 that were higher than those taken in January 2018 used for the WLC analysis. This is another way that the analysis is conservative.

Analysis Assumptions

- Trip generation for the project follows Scenario B from the HFCP Parcels 2 and 3 Project-Trip Generation Consistency Memorandum[5]. See Exhibit 3 for a summary of project trip generation.
- All (existing and expansion) Skechers trucks (3+axle) will access SR-60 at WLC Pkwy (not Redlands Blvd)
- Skechers expansion cars (and 2-axle trucks) can use Redlands as assumed previously
- WLC cars and trucks are not restricted to using WLC Pkwy (though most do); they will follow the distribution assumed in the WLC TIA.
- Intersections along WLC Parkway will be signalized (i.e. Alternative 2 in the WLC Parkway IC study).
- Level of Service (LOS) was evaluated using the Highway Capacity Manual HCM 6th Edition using Synchro 10.
- For signalized and stop-controlled intersection analysis, passenger car equivalent (PCE) factors taken from the San Bernardino County CMP, 2003 Update, per the City's TIA guidelines. These PCE rates are 1.5 for 2-axle trucks, 2.0 for 3-axle trucks and 3.0 for trucks with four or more axles. Intersection volumes were input to Synchro directly as PCEs (with the heavy vehicle percentage set to zero to avoid double-counting of trucks).
- For Roundabout intersections, the standard HCM PCE factor of 2.0 was applied to heavy trucks. Volumes were input to Synchro as total vehicles with a heavy vehicle percentage.

Existing Traffic Volumes

The turning movement volumes in PCEs for the Existing Conditions are shown in Exhibit 4. Existing counts were collected in May 2017 and January 2018 and are shown in Appendix A.

ALL VEHICLES

Parcel	Use	SF	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
1	Logistics [1]	1,810,000	129	69	198	13	92	105	1,669
1	Outlet Center [1]	10,000	5	3	8	20	28	48	650
2	Logistics [2]	600,000	37	11	48	17	43	60	840
3	Logistics [2]	200,000	12	4	16	6	14	20	280
4	Commercial [2]	80,000	47	29	76	146	158	304	3,020
	Total	***2,700,000***	***230***	***116***	***346***	***202***	***335***	***537***	***6,459***

ALL VEHICLES, WITH PCE FACTORS

Parcel	Use	SF	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
1	Logistics [1]	1,810,000	167	89	256	15	111	126	2,336
1	Outlet Center [1]	10,000	5	3	8	20	28	48	650
2	Logistics [2]	600,000	69	20	89	31	80	111	1,556
3	Logistics [2]	200,000	23	7	30	10	27	37	519
4	Commercial [2]	80,000	47	29	76	146	158	304	3,020
	Total	***2,700,000***	***311***	***148***	***459***	***222***	***404***	***626***	***8,081***

[1] Trip rates based on *Skechers Expansion Trip Generation Study* (WSP | Parsons Brinkerhoff, June 23, 2016)

[2] Trip rates based on ITE Trip Generation Manual, 10th Edition

Exhibit 3: HFCP Trip Generation

[5] Highland Fairview Corporate Park Parcels 2 and 3 Project-Trip Generation Consistency Memorandum, October 17, 2018, prepared by Kimley-Horn for Highland Fairview.

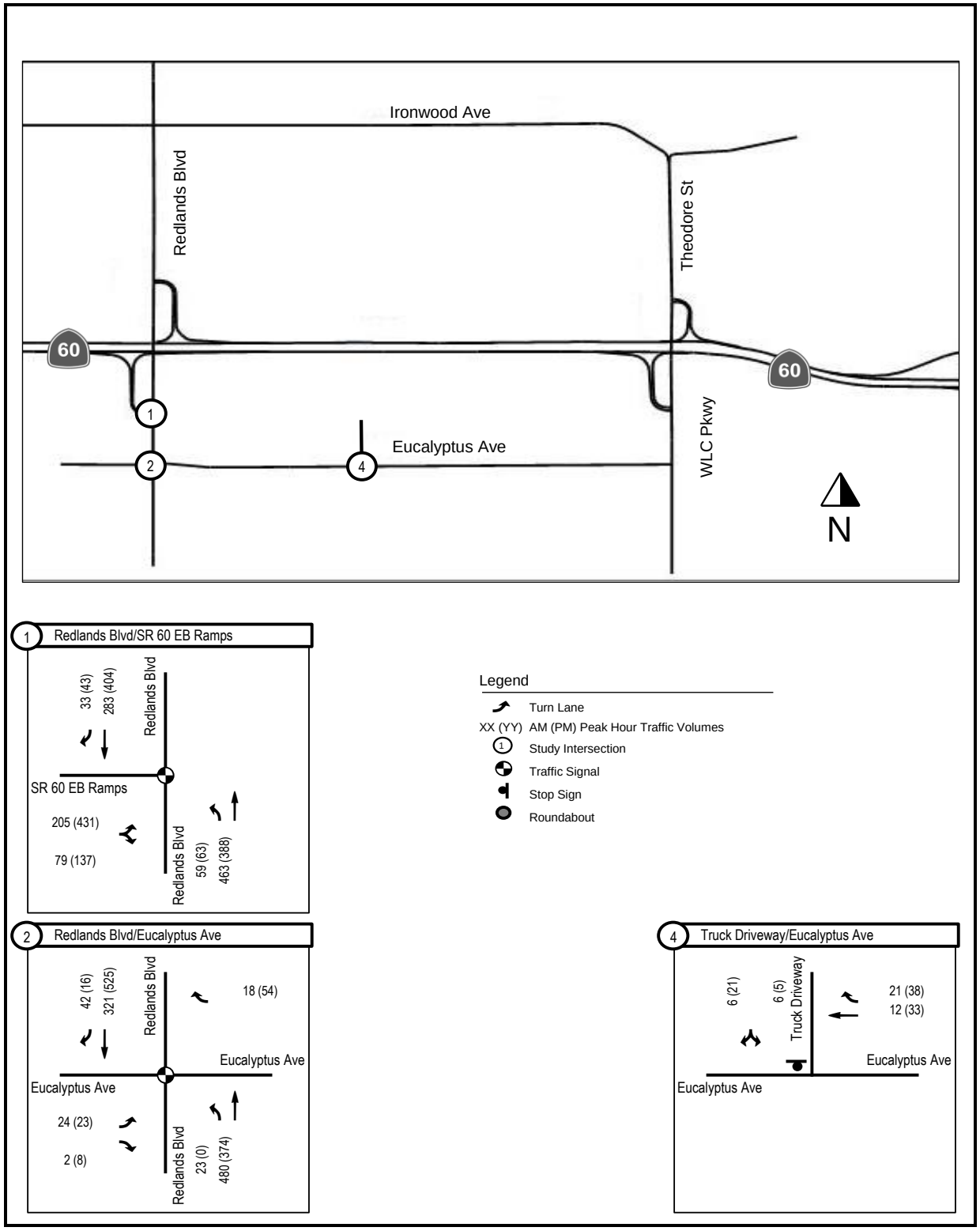


Exhibit 4: Existing Turning Movement Volumes in PCE

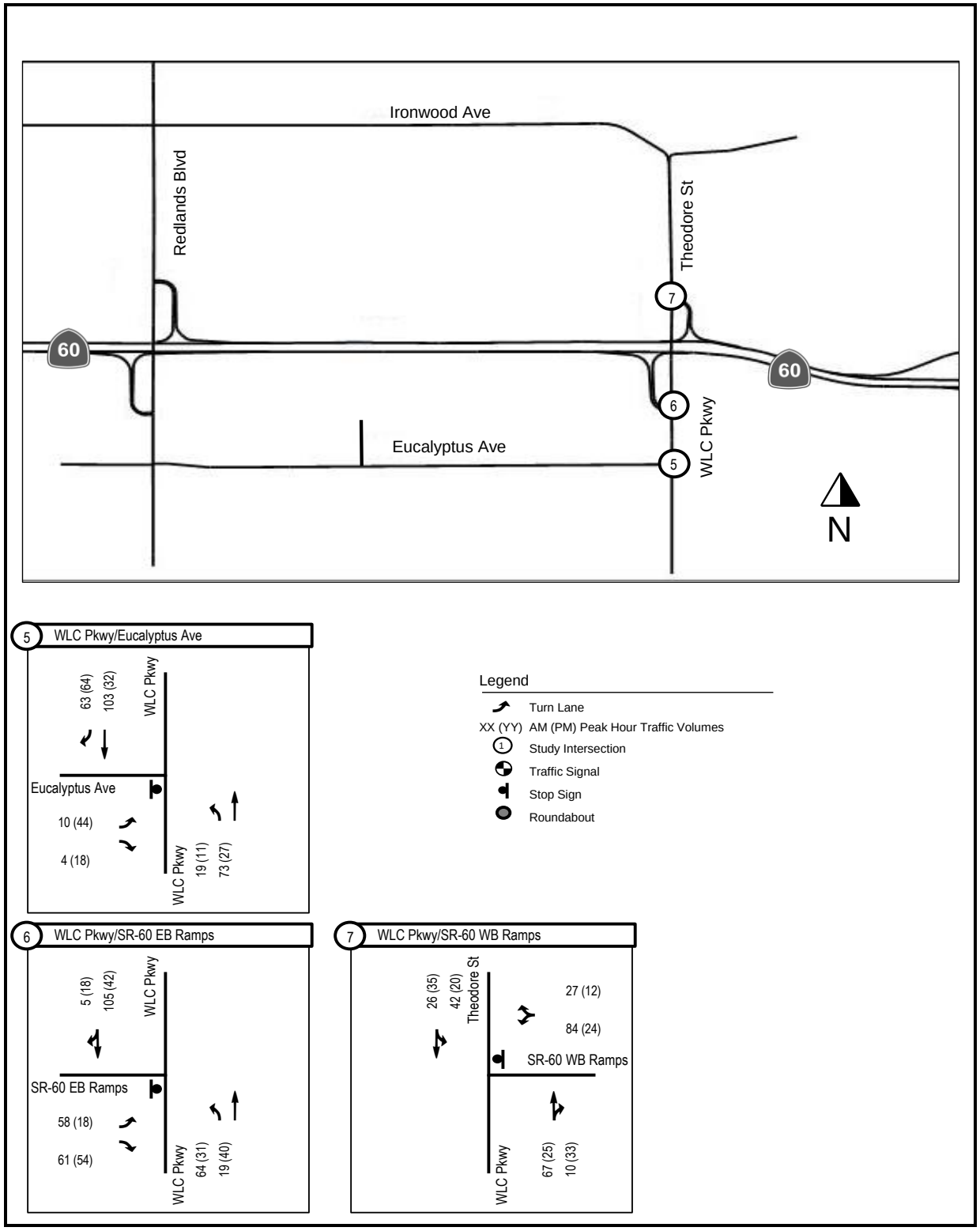


Exhibit 4: Existing Turning Movement Volumes in PCE (continued)

Existing Plus Project Traffic Volumes and LOS

The turning movement volumes for Existing Plus Project are shown in Exhibit 7. Some things to note:

- The truck driveway that forms the north leg of Intersection 4 would serve both the existing Skechers building and the expansion. So, the volumes shown there would be a mix of old and new traffic.
- Trucks headed to the Skechers are required to use the World Logistics Center Parkway rather than the Redlands Boulevard.

As can be seen in Exhibit 5, the proposed intersections would all provide LOS A or B in both the AM and PM peak hours, and by extension in all off-peak hours (since the volumes would be lower). This meets the City standard of LOS D. LOS calculations are shown in Appendix B.

ID	Intersection	Control Type		Existing				Existing Plus Project			
		No Project	Plus Project	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
				LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
2	Eucalyptus Ave/Redlands Blvd	Signal	RABT	A	7.8	A	7.4	A	5.8	A	5.6
3	Eucalyptus Ave/Car Driveway	N/A	SSSC	Does Not Exist				A	8.4	A	8.6
4	Eucalyptus Ave/Truck Driveway	SSSC	RABT	A	8.5	A	8.7	A	4.7	A	4.6
5	WLC Pkwy/Eucalpytus Ave	SSSC	SSSC	B	10.0	A	9.2	B	10.5	B	10.0
6	WLC Pkwy/SR-60 EB Ramps	SSSC	SSSC	B	10.1	A	9.0	B	10.3	A	9.2
7	WLC Pkwy/SR-60 WB Ramps	SSSC	SSSC	B	10.3	A	9.4	B	10.6	B	10.0

Notes:
Delay is reported in sec/veh.
"SSSC" means "side-street stop-controlled." For SSSC intersections, delay and LOS for the worst performing approach are reported.
For signalized intersections, average intersection delay and LOS are reported.
"RABT" means "Roundabout." For roundabout intersections, average intersection delay and LOS are reported.

Exhibit 5: Existing and Existing Plus Project LOS

Horizon Year 2045 Traffic Volumes and LOS

The turning movement volumes for Horizon Year 2045 No Project and Horizon Year 2045 Plus Project are shown in Exhibit 8 and Exhibit 9, respectively. The same notes apply to the Horizon Year as to the previous section for Existing Plus Project LOS plus a local access road will connect Intersection 4 with Street E.

As can be seen in Exhibit 6, all study intersections would meet the City standard (LOS of D) or better in both the AM and PM peak hours, and by extension in all off-peak hours (since the volumes would be lower). Intersections 2 and 4 have less average delay than with the conversion to roundabouts compared to the signals in the No Project condition. As expected, in general, delay increases with the addition of project traffic, however the LOS remains acceptable. Note that in two cases the Plus Project condition has a lower average delay than the No Project condition. The reasons are:

- The Highway Capacity Manual methodology is based on the average control delay for vehicles entering an intersection. So, when traffic is increased in movements that are not delayed the average delay for the intersection goes down. Such is the case for intersection 7 in the AM peak hour. The Skechers extension would add 30 PCEs to the eastbound right-turn and northbound left-turn movements, both of which have LOS A, compared to the No Project average LOS of D. So, the Skechers extension would slightly reduce the average delay.
- In the case of intersection 5 AM peak hour, the average delay was reduced because some WLC traffic to and from Redlands Boulevard would use the new access road at Intersection 4 rather than going through Intersection 5.

ID	Intersection	Control Type		Horizon Year No Project				Horizon Year Plus Project			
		No Project	Plus Project	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
				LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
2	Eucalyptus Ave/Redlands Blvd	Signal	RABT	B	17.5	C	22.8	A	7.3	C	21.6
3	Eucalyptus Ave/Car Driveway	N/A	SSSC	Does Not Exist				A	9.5	B	10.9
4	Eucalyptus Ave/Truck Driveway	SSSC	RABT	B	14.9	C	16.8	A	4.5	A	4.8
5	WLC Pkwy/Eucalpytus Ave	Signal	Signal	C	24.8	C	34.1	C	22.9	D	38.4
6	WLC Pkwy/SR-60 EB Ramps	Signal	Signal	C	26.1	B	14.6	C	30.4	C	21.5
7	WLC Pkwy/SR-60 WB Ramps	Signal	Signal	D	54.6	C	20.9	D	53.8	C	22.1

Notes:
Delay is reported in sec/veh.
"SSSC" means "side-street stop-controlled." For SSSC intersections, delay and LOS for the worst performing approach are reported.
For signalized intersections, average intersection delay and LOS are reported.
"RABT" means "Roundabout." For roundabout intersections, average intersection delay and LOS are reported.

Exhibit 6: Horizon Year 2045 No Project and Plus Project LOS

The Synchro reports showing the LOS by movement and the 95th percentile queue are shown in the appendix to this memo. The queues are forecast to be non-existent or very short (fewer than 5 vehicles) in every case except for the Redlands/Eucalyptus roundabout in the Horizon Year, when a maximum queue of 10 vehicles may occur for the eastbound left-turn movement.

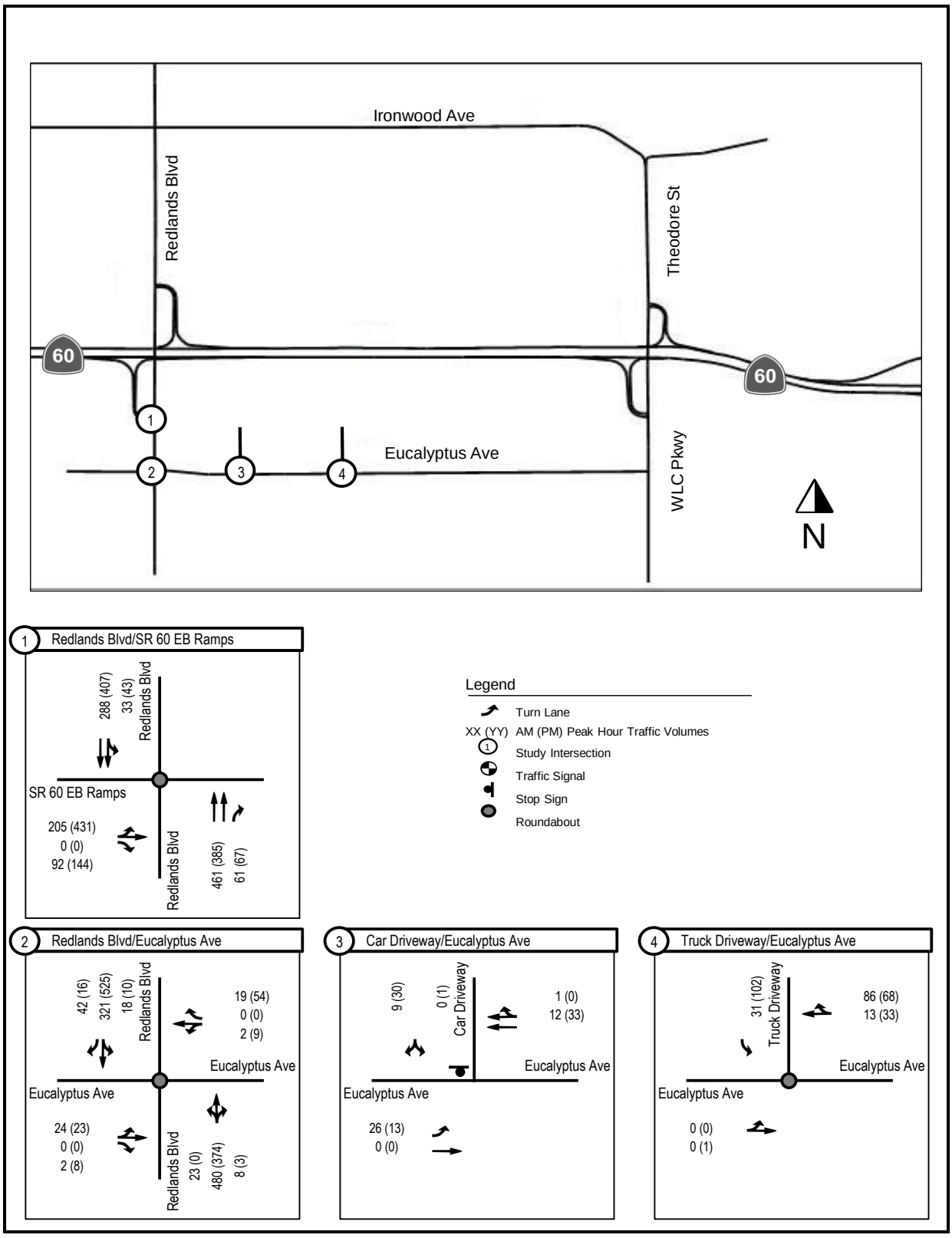


Exhibit 7: Existing Plus Project Turning Movement Volumes in PCE

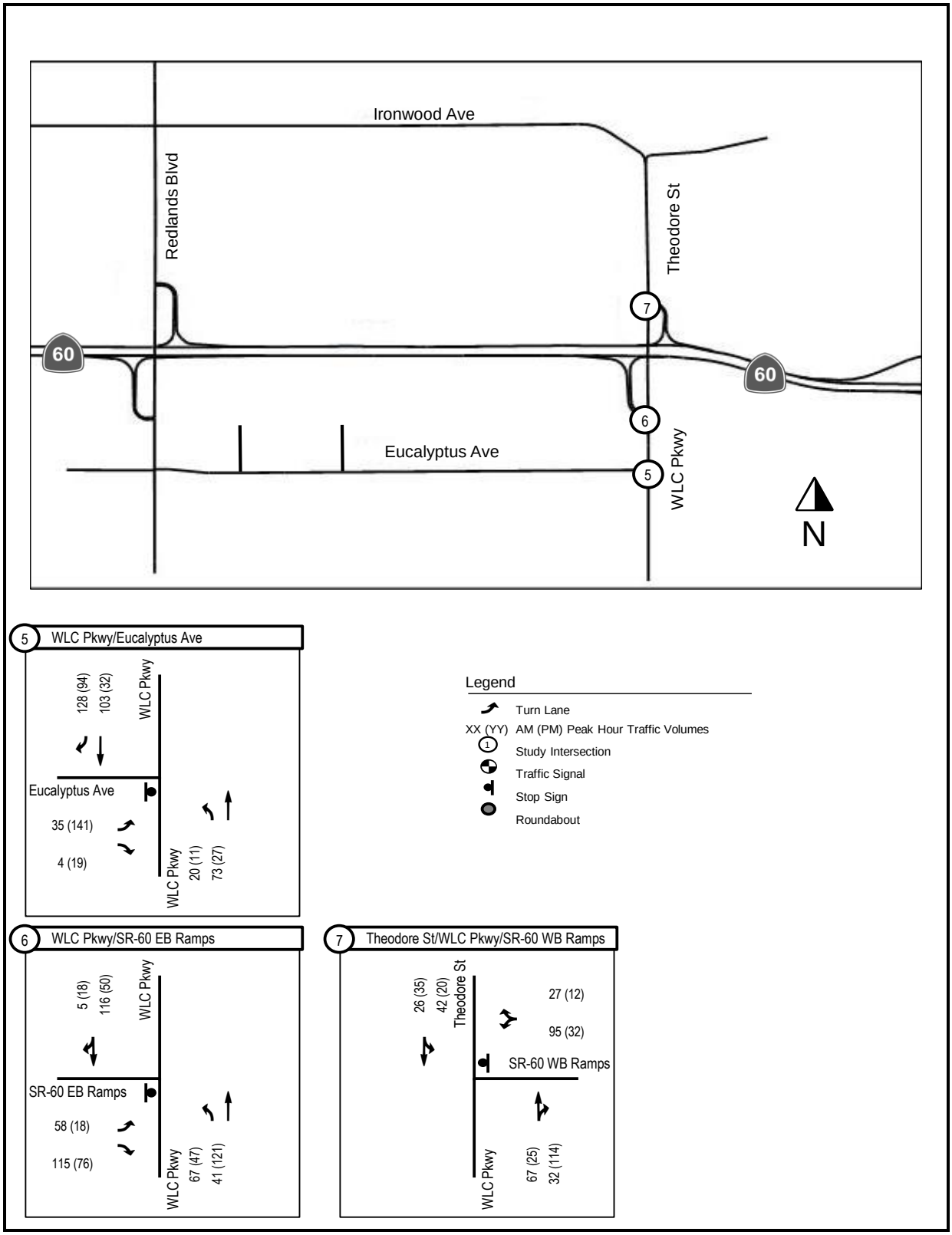


Exhibit 7: Existing Plus Project Turning Movement Volumes in PCE (continued)

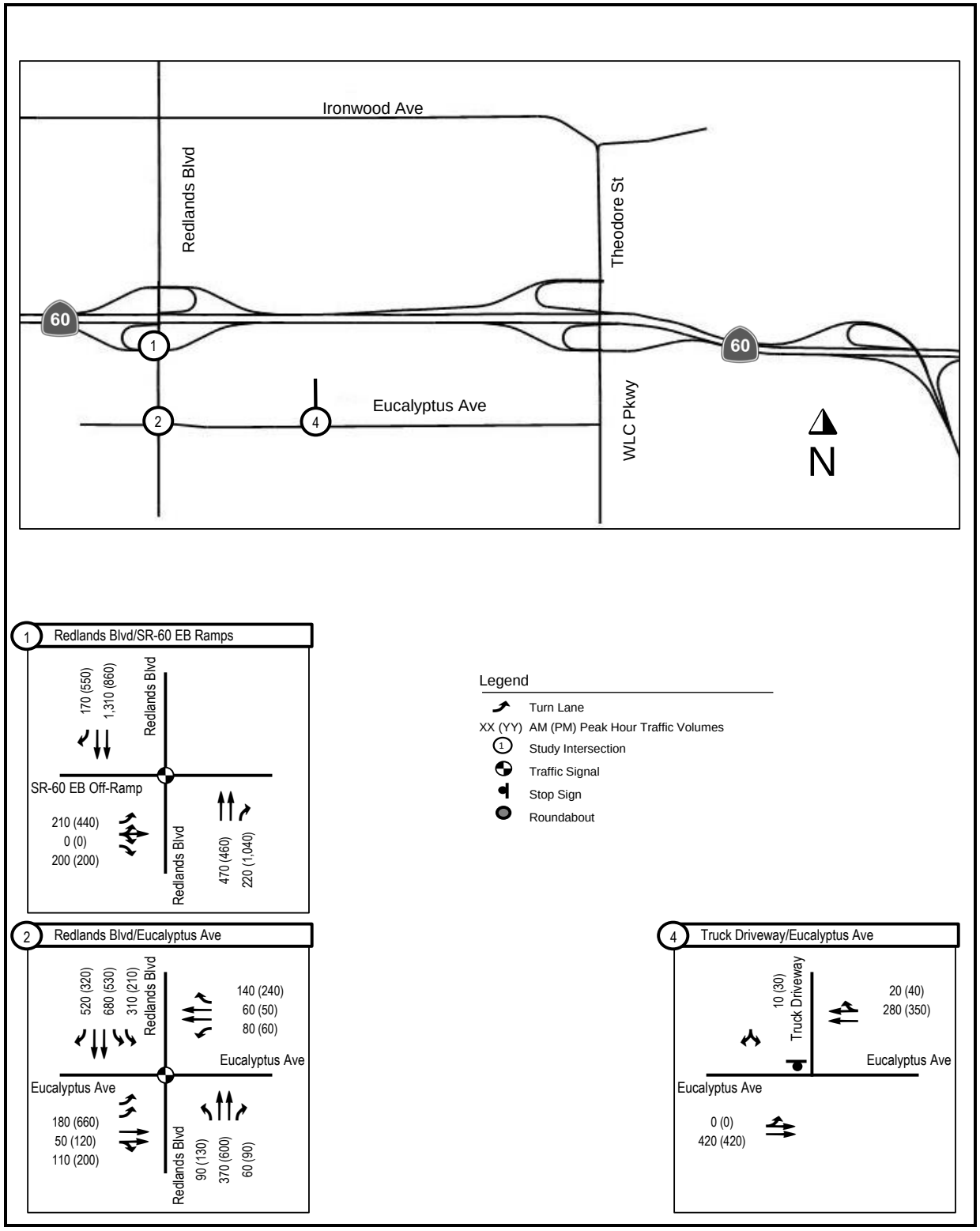


Exhibit 8: Horizon Year 2045 No Project Turning Movement Volumes in PCE

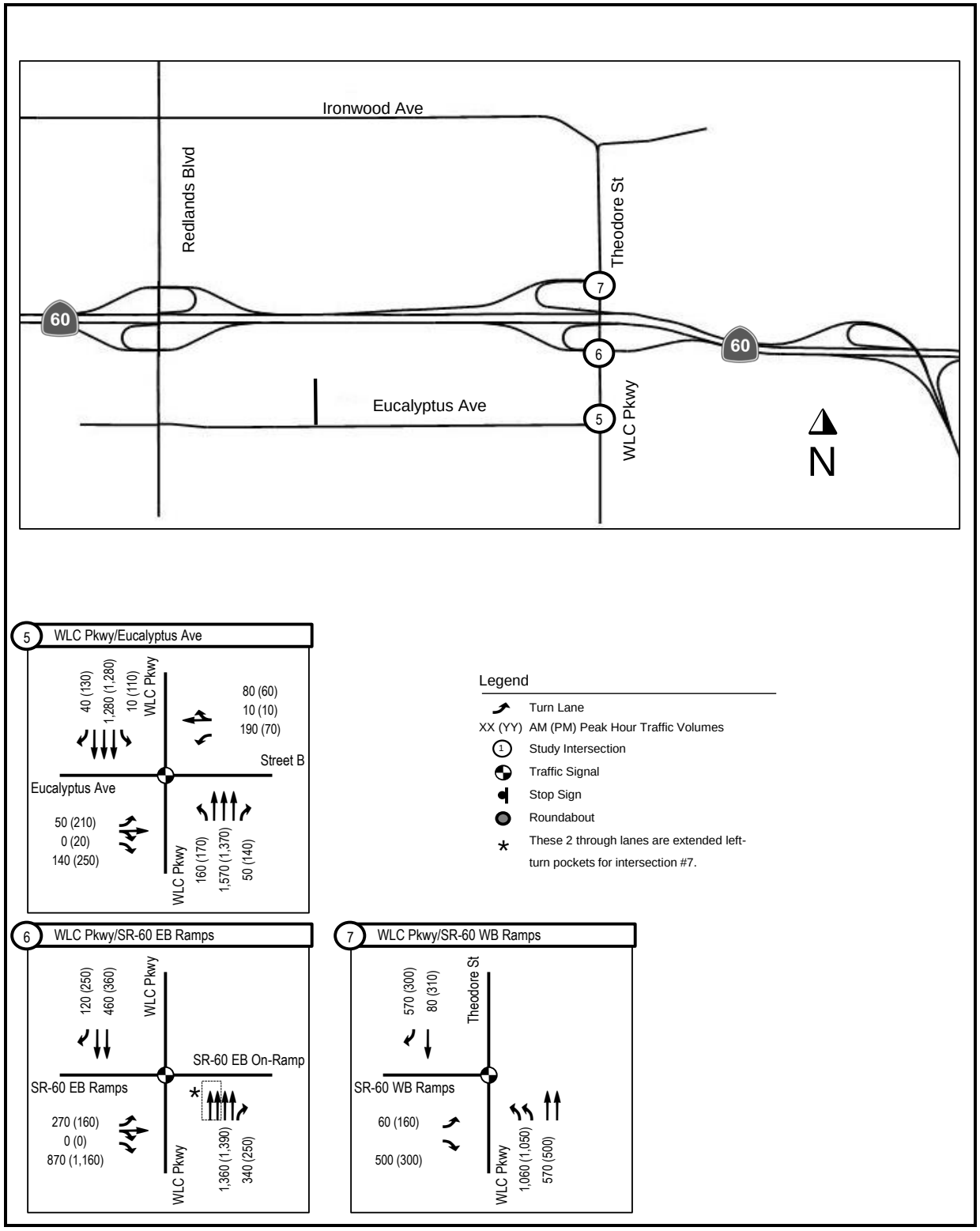


Exhibit 8: Horizon Year 2045 No Project Turning Movement Volumes in PCE (continued)

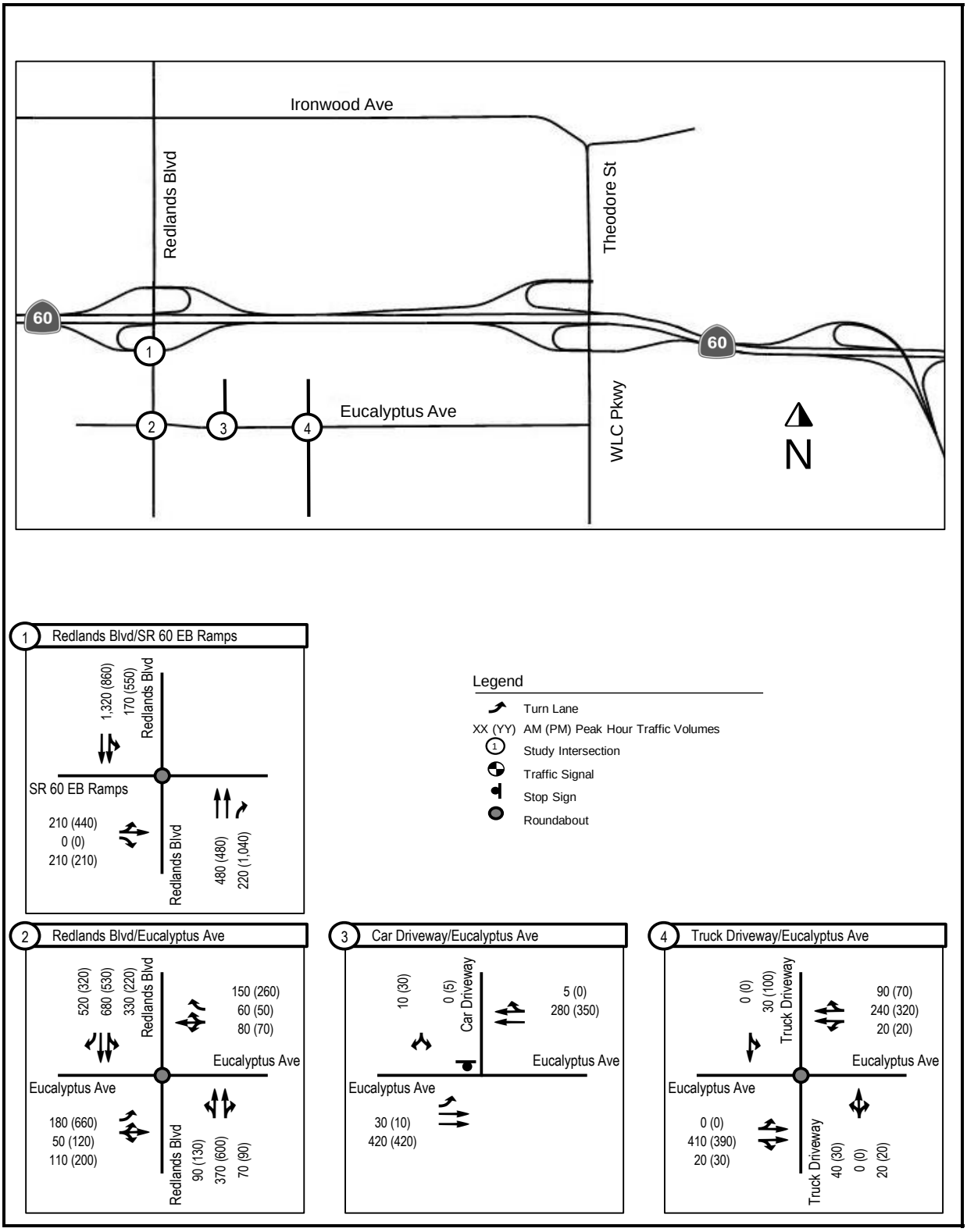


Exhibit 9: Horizon Year 2045 Plus Project Turning Movement Volumes in PCE

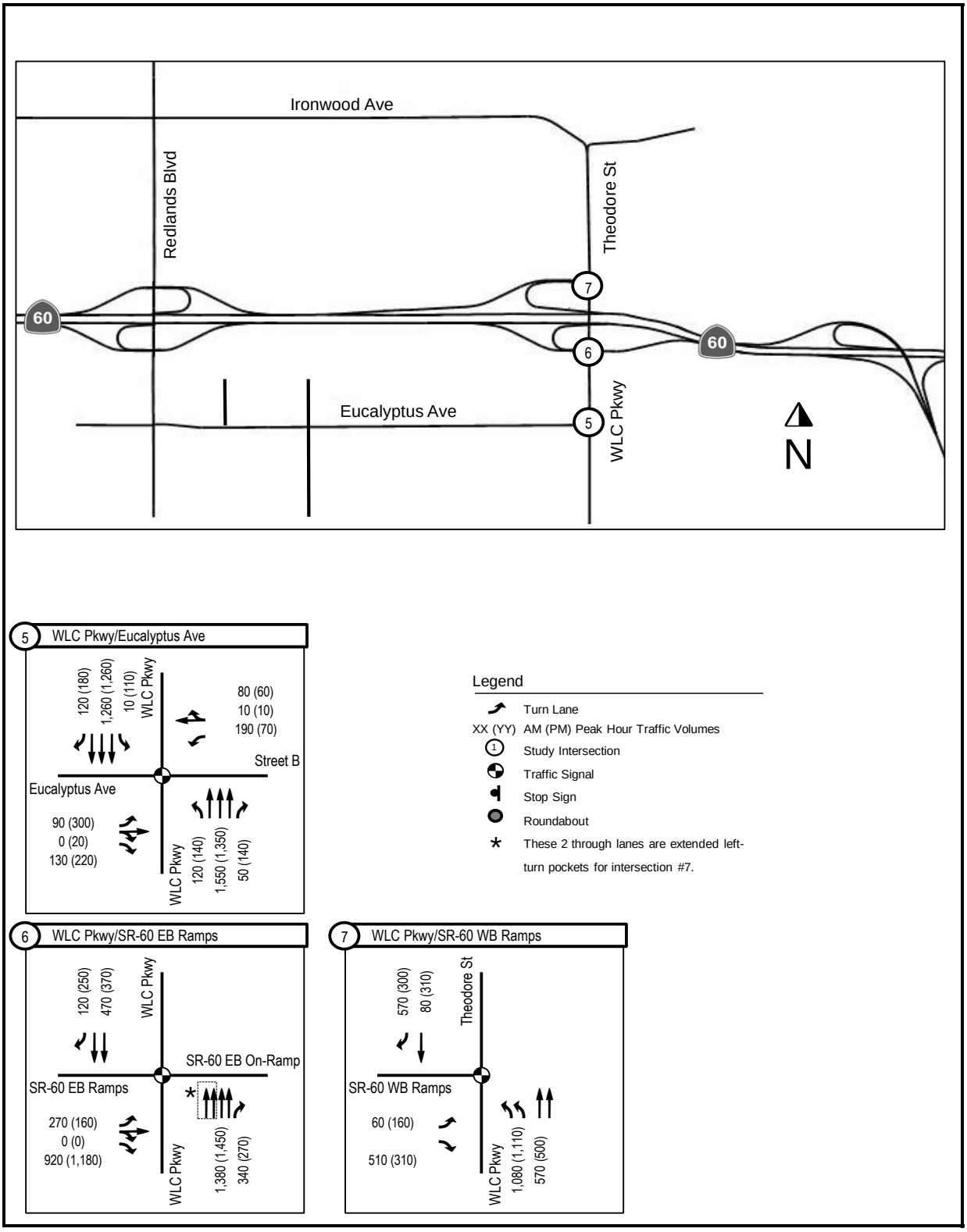


Exhibit 9: Horizon Year 2045 Plus Project Turning Movement Volumes in PCE (continued)

APPENDIX A

TRAFFIC COUNTS

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Moreno Valley
N/S: Theodore Street
E/W: Eucalyptus Avenue
Weather: Clear

File Name : 04_MRV_Theodore_Eucalyptus AM
Site Code : 09817323
Start Date : 5/31/2017
Page No : 1

Groups Printed- Cars & Trailers - Large 2 Axle Vehicles - 3 Axle Vehicles - 4 Axle Trucks - 5 Axle Trucks - 6+ Axle Trucks - Buses & RV's - Motorcycles - Bicycles - Medium Truck

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	7	7	14	1	8	9	1	0	1	24
07:15 AM	17	11	28	4	11	15	2	0	2	45
07:30 AM	15	15	30	6	12	18	0	2	2	50
07:45 AM	14	16	30	7	13	20	2	2	4	54
Total	53	49	102	18	44	62	5	4	9	173
08:00 AM	10	23	33	15	12	27	2	1	3	63
08:15 AM	12	34	46	10	10	20	2	4	6	72
08:30 AM	12	26	38	6	12	18	9	27	36	92
08:45 AM	10	17	27	2	12	14	4	5	9	50
Total	44	100	144	33	46	79	17	37	54	277
Grand Total	97	149	246	51	90	141	22	41	63	450
Apprch %	39.4	60.6		36.2	63.8		34.9	65.1		
Total %	21.6	33.1	54.7	11.3	20	31.3	4.9	9.1	14	
Cars & Trailers	45	117	162	47	44	91	13	37	50	303
% Cars & Trailers	46.4	78.5	65.9	92.2	48.9	64.5	59.1	90.2	79.4	67.3
Large 2 Axle Vehicles	0	1	1	0	0	0	0	0	0	1
% Large 2 Axle Vehicles	0	0.7	0.4	0	0	0	0	0	0	0.2
3 Axle Vehicles	0	2	2	0	0	0	1	0	1	3
% 3 Axle Vehicles	0	1.3	0.8	0	0	0	4.5	0	1.6	0.7
4 Axle Trucks	1	2	3	0	0	0	1	0	1	4
% 4 Axle Trucks	1	1.3	1.2	0	0	0	4.5	0	1.6	0.9
5 Axle Trucks	43	13	56	0	40	40	3	0	3	99
% 5 Axle Trucks	44.3	8.7	22.8	0	44.4	28.4	13.6	0	4.8	22
6+ Axle Trucks	0	1	1	0	0	0	0	0	0	1
% 6+ Axle Trucks	0	0.7	0.4	0	0	0	0	0	0	0.2
Buses & RV's	0	0	0	0	0	0	0	0	0	0
% Buses & RV's	0	0	0	0	0	0	0	0	0	0
Motorcycles	0	1	1	0	0	0	0	0	0	1
% Motorcycles	0	0.7	0.4	0	0	0	0	0	0	0.2
Bicycles	0	1	1	0	0	0	0	1	1	2
% Bicycles	0	0.7	0.4	0	0	0	0	2.4	1.6	0.4
Medium Truck	8	11	19	4	6	10	4	3	7	36
% Medium Truck	8.2	7.4	7.7	7.8	6.7	7.1	18.2	7.3	11.1	8

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	**14**	16	30	7	**13**	20	2	2	4	54
08:00 AM	10	23	33	**15**	12	**27**	2	1	3	63
08:15 AM	12	**34**	**46**	10	10	20	2	4	6	72
08:30 AM	12	26	38	6	12	18	**9**	**27**	**36**	**92**
Total Volume	48	99	147	38	47	85	15	34	49	281
% App. Total	32.7	67.3		44.7	55.3		30.6	69.4		
PHF	.857	.728	.799	.633	.904	.787	.417	.315	.340	.764

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Moreno Valley
N/S: Theodore Street
E/W: Eucalyptus Avenue
Weather: Clear

File Name : 04_MRV_Theodore_Eucalyptus AM
Site Code : 09817323
Start Date : 5/31/2017
Page No : 1

Groups Printed- Cars & Trailers

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	5	4	9	1	7	8	0	0	0	17
07:15 AM	10	6	16	4	10	14	1	0	1	31
07:30 AM	9	10	19	5	6	11	0	1	1	31
07:45 AM	4	13	17	7	6	13	1	1	2	32
Total	28	33	61	17	29	46	2	2	4	111
08:00 AM	6	19	25	13	3	16	1	1	2	43
08:15 AM	3	29	32	9	5	14	1	4	5	51
08:30 AM	3	22	25	6	5	11	6	25	31	67
08:45 AM	5	14	19	2	2	4	3	5	8	31
Total	17	84	101	30	15	45	11	35	46	192
Grand Total	45	117	162	47	44	91	13	37	50	303
Apprch %	27.8	72.2		51.6	48.4		26	74		
Total %	14.9	38.6	53.5	15.5	14.5	30	4.3	12.2	16.5	

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	4	13	17	7	**6**	13	1	1	2	32
08:00 AM	**6**	19	25	**13**	3	**16**	1	1	2	43
08:15 AM	3	**29**	**32**	9	5	14	1	4	5	51
08:30 AM	3	22	25	6	5	11	**6**	**25**	**31**	**67**
Total Volume	16	83	99	35	19	54	9	31	40	193
% App. Total	16.2	83.8		64.8	35.2		22.5	77.5		
PHF	.667	.716	.773	.673	.792	.844	.375	.310	.323	.720

Counts Unlimited
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City of Moreno Valley
N/S: Theodore Street
E/W: Eucalyptus Avenue
Weather: Clear

File Name : 04_MRV_Theodore_Eucalyptus AM
Site Code : 09817323
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Groups Printed- Large 2 Axle Vehicles

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	1	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	1	0	0	0	0	0	0	1
Apprch %	0	100		0	0		0	0		
Total %	0	100	100	0	0	0	0	0	0	

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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File Name : 04_MRV_Theodore_Eucalyptus AM
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Groups Printed- 3 Axle Vehicles

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	1	1	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	1	1	0	0	0	0	0	0	1
Total	0	2	2	0	0	0	1	0	1	3
Grand Total	0	2	2	0	0	0	1	0	1	3
Apprch %	0	100		0	0		100	0		
Total %	0	66.7	66.7	0	0	0	33.3	0	33.3	

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	**1**	**1**	0	0	0	0	0	0	**1**
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	**1**	0	**1**	1
Total Volume	0	1	1	0	0	0	1	0	1	2
% App. Total	0	100		0	0		100	0		
PHF	.000	.250	.250	.000	.000	.000	.250	.000	.250	.500

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Site Code : 09817323
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Groups Printed- 4 Axle Trucks

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	1	1	2	0	0	0	0	0	0	2
Total	1	1	2	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	1	0	0	0	1	0	1	2
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	1	0	1	2
Grand Total	1	2	3	0	0	0	1	0	1	4
Apprch %	33.3	66.7		0	0		100	0		
Total %	25	50	75	0	0	0	25	0	25	

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	**1**	**1**	**2**	0	0	0	0	0	0	**2**
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	1	0	0	0	**1**	0	**1**	2
08:30 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	1	2	3	0	0	0	1	0	1	4
% App. Total	33.3	66.7		0	0		100	0		
PHF	.250	.500	.375	.000	.000	.000	.250	.000	.250	.500

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Groups Printed- 5 Axle Trucks

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	1	1	0	0	0	0	0	0	1
07:15 AM	7	3	10	0	1	1	1	0	1	12
07:30 AM	5	0	5	0	6	6	0	0	0	11
07:45 AM	8	1	9	0	6	6	1	0	1	16
Total	20	5	25	0	13	13	2	0	2	40
08:00 AM	4	1	5	0	8	8	1	0	1	14
08:15 AM	7	1	8	0	4	4	0	0	0	12
08:30 AM	7	4	11	0	7	7	0	0	0	18
08:45 AM	5	2	7	0	8	8	0	0	0	15
Total	23	8	31	0	27	27	1	0	1	59
Grand Total	43	13	56	0	40	40	3	0	3	99
Apprch %	76.8	23.2		0	100		100	0		
Total %	43.4	13.1	56.6	0	40.4	40.4	3	0	3	

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	**8**	1	9	0	6	6	**1**	0	**1**	16
08:00 AM	4	1	5	0	**8**	**8**	1	0	1	14
08:15 AM	7	1	8	0	4	4	0	0	0	12
08:30 AM	7	**4**	**11**	0	7	7	0	0	0	**18**
Total Volume	26	7	33	0	25	25	2	0	2	60
% App. Total	78.8	21.2		0	100		100	0		
PHF	.813	.438	.750	.000	.781	.781	.500	.000	.500	.833

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Groups Printed- 6+ Axle Trucks

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	1	1	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	1	0	0	0	0	0	0	1
Apprch %	0	100		0	0		0	0		
Total %	0	100	100	0	0	0	0	0	0	

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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File Name : 04_MRV_Theodore_Eucalyptus AM
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Groups Printed- Buses & RV's

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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E/W: Eucalyptus Avenue
Weather: Clear

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Groups Printed- Motorcycles

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	1	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	1	0	0	0	0	0	0	1
Apprch %	0	100		0	0		0	0		
Total %	0	100	100	0	0	0	0	0	0	

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Groups Printed- Bicycles

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	1	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	1	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	0	1	1	2
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	1	0	0	0	0	1	1	2
Apprch %	0	100		0	0		0	100		
Total %	0	50	50	0	0	0	0	50	50	

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Groups Printed- Medium Truck

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	2	1	3	0	1	1	1	0	1	5
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	4	5	1	0	1	0	0	0	6
07:45 AM	1	1	2	0	1	1	0	1	1	4
Total	4	6	10	1	2	3	1	1	2	15
08:00 AM	0	2	2	2	1	3	0	0	0	5
08:15 AM	2	3	5	1	1	2	0	0	0	7
08:30 AM	2	0	2	0	0	0	2	2	4	6
08:45 AM	0	0	0	0	2	2	1	0	1	3
Total	4	5	9	3	4	7	3	2	5	21
Grand Total	8	11	19	4	6	10	4	3	7	36
Apprch %	42.1	57.9		40	60		57.1	42.9		
Total %	22.2	30.6	52.8	11.1	16.7	27.8	11.1	8.3	19.4	

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	1	1	2	0	**1**	1	0	1	1	4
08:00 AM	0	2	2	**2**	1	**3**	0	0	0	5
08:15 AM	**2**	**3**	**5**	1	1	2	0	0	0	**7**
08:30 AM	2	0	2	0	0	0	**2**	**2**	**4**	6
Total Volume	5	6	11	3	3	6	2	3	5	22
% App. Total	45.5	54.5		50	50		40	60		
PHF	.625	.500	.550	.375	.750	.500	.250	.375	.313	.786

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Weather: Clear

File Name : 04_MRV_Theodore_Eucalyptus PM
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Groups Printed- Cars & Trailers - Large 2 Axle Vehicles - 3 Axle Vehicles - 4 Axle Trucks - 5 Axle Trucks - 6+ Axle Trucks - Buses & RV's - Motorcycles - Bicycles - Medium Truck

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	6	6	12	3	11	14	12	2	14	40
04:15 PM	10	8	18	1	4	5	11	4	15	38
04:30 PM	9	10	19	2	10	12	11	8	19	50
04:45 PM	6	8	14	4	7	11	10	2	12	37
Total	31	32	63	10	32	42	44	16	60	165
05:00 PM	6	10	16	2	3	5	9	4	13	34
05:15 PM	4	10	14	0	3	3	5	2	7	24
05:30 PM	8	11	19	1	12	13	15	8	23	55
05:45 PM	9	3	12	4	5	9	10	3	13	34
Total	27	34	61	7	23	30	39	17	56	147
Grand Total	58	66	124	17	55	72	83	33	116	312
Apprch %	46.8	53.2		23.6	76.4		71.6	28.4		
Total %	18.6	21.2	39.7	5.4	17.6	23.1	26.6	10.6	37.2	
Cars & Trailers	47	45	92	12	37	49	63	29	92	233
% Cars & Trailers	81	68.2	74.2	70.6	67.3	68.1	75.9	87.9	79.3	74.7
Large 2 Axle Vehicles	0	1	1	1	0	1	1	0	1	3
% Large 2 Axle Vehicles	0	1.5	0.8	5.9	0	1.4	1.2	0	0.9	1
3 Axle Vehicles	0	1	1	0	0	0	4	0	4	5
% 3 Axle Vehicles	0	1.5	0.8	0	0	0	4.8	0	3.4	1.6
4 Axle Trucks	0	2	2	0	0	0	0	0	0	2
% 4 Axle Trucks	0	3	1.6	0	0	0	0	0	0	0.6
5 Axle Trucks	3	13	16	1	5	6	2	0	2	24
% 5 Axle Trucks	5.2	19.7	12.9	5.9	9.1	8.3	2.4	0	1.7	7.7
6+ Axle Trucks	0	0	0	0	0	0	0	0	0	0
% 6+ Axle Trucks	0	0	0	0	0	0	0	0	0	0
Buses & RV's	0	0	0	0	0	0	0	0	0	0
% Buses & RV's	0	0	0	0	0	0	0	0	0	0
Motorcycles	0	0	0	0	4	4	0	0	0	4
% Motorcycles	0	0	0	0	7.3	5.6	0	0	0	1.3
Bicycles	0	0	0	0	0	0	0	0	0	0
% Bicycles	0	0	0	0	0	0	0	0	0	0
Medium Truck	8	4	12	3	9	12	13	4	17	41
% Medium Truck	13.8	6.1	9.7	17.6	16.4	16.7	15.7	12.1	14.7	13.1

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	6	6	12	3	**11**	**14**	**12**	2	14	40
04:15 PM	**10**	8	18	1	4	5	11	4	15	38
04:30 PM	9	**10**	**19**	2	10	12	11	**8**	**19**	**50**
04:45 PM	6	8	14	**4**	7	11	10	2	12	37
Total Volume	31	32	63	10	32	42	44	16	60	165
% App. Total	49.2	50.8		23.8	76.2		73.3	26.7		
PHF	.775	.800	.829	.625	.727	.750	.917	.500	.789	.825

Counts Unlimited
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City of Moreno Valley
N/S: Theodore Street
E/W: Eucalyptus Avenue
Weather: Clear

File Name : 04_MRV_Theodore_Eucalyptus PM
Site Code : 09817323
Start Date : 5/31/2017
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Groups Printed- Cars & Trailers

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	5	5	10	2	7	9	6	2	8	27
04:15 PM	8	6	14	1	2	3	7	4	11	28
04:30 PM	6	6	12	0	5	5	9	6	15	32
04:45 PM	4	6	10	3	7	10	8	1	9	29
Total	23	23	46	6	21	27	30	13	43	116
05:00 PM	4	7	11	2	2	4	7	4	11	26
05:15 PM	3	5	8	0	3	3	5	2	7	18
05:30 PM	8	8	16	1	9	10	12	7	19	45
05:45 PM	9	2	11	3	2	5	9	3	12	28
Total	24	22	46	6	16	22	33	16	49	117
Grand Total	47	45	92	12	37	49	63	29	92	233
Apprch %	51.1	48.9		24.5	75.5		68.5	31.5		
Total %	20.2	19.3	39.5	5.2	15.9	21	27	12.4	39.5	

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	5	5	10	2	**7**	9	6	2	8	27
04:15 PM	**8**	**6**	**14**	1	2	3	7	4	11	28
04:30 PM	6	6	12	0	5	5	**9**	**6**	**15**	**32**
04:45 PM	4	6	10	**3**	7	**10**	8	1	9	29
Total Volume	23	23	46	6	21	27	30	13	43	116
% App. Total	50	50		22.2	77.8		69.8	30.2		
PHF	.719	.958	.821	.500	.750	.675	.833	.542	.717	.906

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City of Moreno Valley
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File Name : 04_MRV_Theodore_Eucalyptus PM
Site Code : 09817323
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Groups Printed- Large 2 Axle Vehicles

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	1	0	1	0	0	0	1
04:15 PM	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	1	1	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	1	0	1	1	0	1	3
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	1	1	0	1	1	0	1	3
Apprch %	0	100		100	0		100	0		
Total %	0	33.3	33.3	33.3	0	33.3	33.3	0	33.3	

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	**1**	0	**1**	0	0	0	**1**
04:15 PM	0	0	0	0	0	0	**1**	0	**1**	1
04:30 PM	0	**1**	**1**	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	1	0	1	1	0	1	3
% App. Total	0	100		100	0		100	0		
PHF	.000	.250	.250	.250	.000	.250	.250	.000	.250	.750

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File Name : 04_MRV_Theodore_Eucalyptus PM
Site Code : 09817323
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Groups Printed- 3 Axle Vehicles

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	2	0	2	2
04:15 PM	0	1	1	0	0	0	1	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	3	0	3	4
05:00 PM	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	1	1
Grand Total	0	1	1	0	0	0	4	0	4	5
Apprch %	0	100		0	0		100	0		
Total %	0	20	20	0	0	0	80	0	80	

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	**2**	0	**2**	**2**
04:15 PM	0	**1**	**1**	0	0	0	1	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	3	0	3	4
% App. Total	0	100		0	0		100	0		
PHF	.000	.250	.250	.000	.000	.000	.375	.000	.375	.500

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File Name : 04_MRV_Theodore_Eucalyptus PM
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Groups Printed- 4 Axle Trucks

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	1	0	0	0	0	0	0	1
Total	0	1	1	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	1	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	0	0	0	1
Grand Total	0	2	2	0	0	0	0	0	0	2
Apprch %	0	100		0	0		0	0		
Total %	0	100	100	0	0	0	0	0	0	

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	**1**	**1**	0	0	0	0	0	0	**1**
Total Volume	0	1	1	0	0	0	0	0	0	1
% App. Total	0	100		0	0		0	0		
PHF	.000	.250	.250	.000	.000	.000	.000	.000	.000	.250

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Weather: Clear

File Name : 04_MRV_Theodore_Eucalyptus PM
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Groups Printed- 5 Axle Trucks

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	1	1	0	3	3	0	0	0	4
04:15 PM	1	0	1	0	0	0	1	0	1	2
04:30 PM	1	2	3	1	0	1	0	0	0	4
04:45 PM	1	1	2	0	0	0	1	0	1	3
Total	3	4	7	1	3	4	2	0	2	13
05:00 PM	0	2	2	0	0	0	0	0	0	2
05:15 PM	0	4	4	0	0	0	0	0	0	4
05:30 PM	0	2	2	0	2	2	0	0	0	4
05:45 PM	0	1	1	0	0	0	0	0	0	1
Total	0	9	9	0	2	2	0	0	0	11
Grand Total	3	13	16	1	5	6	2	0	2	24
Apprch %	18.8	81.2		16.7	83.3		100	0		
Total %	12.5	54.2	66.7	4.2	20.8	25	8.3	0	8.3	

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	1	1	0	**3**	**3**	0	0	0	**4**
04:15 PM	**1**	0	1	0	0	0	**1**	0	**1**	2
04:30 PM	1	**2**	**3**	**1**	0	1	0	0	0	4
04:45 PM	1	1	2	0	0	0	1	0	1	3
Total Volume	3	4	7	1	3	4	2	0	2	13
% App. Total	42.9	57.1		25	75		100	0		
PHF	.750	.500	.583	.250	.250	.333	.500	.000	.500	.813

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File Name : 04_MRV_Theodore_Eucalyptus PM
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Groups Printed- 6+ Axle Trucks

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Groups Printed- Buses & RV's

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Groups Printed- Motorcycles

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	4	4	0	0	0	4
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	4	4	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	4	4	0	0	0	4
Apprch %	0	0		0	100		0	0		
Total %	0	0	0	0	100	100	0	0	0	

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	**4**	**4**	0	0	0	**4**
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	4	4	0	0	0	4
% App. Total	0	0		0	100		0	0		
PHF	.000	.000	.000	.000	.250	.250	.000	.000	.000	.250

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Groups Printed- Bicycles

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Counts Unlimited
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City of Moreno Valley
N/S: Theodore Street
E/W: Eucalyptus Avenue
Weather: Clear

File Name : 04_MRV_Theodore_Eucalyptus PM
Site Code : 09817323
Start Date : 5/31/2017
Page No : 1

Groups Printed- Medium Truck

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	1	0	1	0	1	1	4	0	4	6
04:15 PM	1	1	2	0	2	2	1	0	1	5
04:30 PM	2	1	3	1	1	2	2	2	4	9
04:45 PM	1	0	1	1	0	1	1	1	2	4
Total	5	2	7	2	4	6	8	3	11	24
05:00 PM	2	1	3	0	1	1	1	0	1	5
05:15 PM	1	0	1	0	0	0	0	0	0	1
05:30 PM	0	1	1	0	1	1	3	1	4	6
05:45 PM	0	0	0	1	3	4	1	0	1	5
Total	3	2	5	1	5	6	5	1	6	17
Grand Total	8	4	12	3	9	12	13	4	17	41
Apprch %	66.7	33.3		25	75		76.5	23.5		
Total %	19.5	9.8	29.3	7.3	22	29.3	31.7	9.8	41.5	

	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	1	0	1	0	1	1	**4**	0	**4**	6
04:15 PM	1	**1**	2	0	**2**	**2**	1	0	1	5
04:30 PM	**2**	1	**3**	**1**	1	2	2	**2**	4	**9**
04:45 PM	1	0	1	1	0	1	1	1	2	4
Total Volume	5	2	7	2	4	6	8	3	11	24
% App. Total	71.4	28.6		33.3	66.7		72.7	27.3		
PHF	.625	.500	.583	.500	.500	.750	.500	.375	.688	.667

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City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 03_MRV_Theodore_60E AM
Site Code : 09817323
Start Date : 5/31/2017
Page No : 1

Groups Printed- Cars & Trailers - Large 2 Axle Vehicles - 3 Axle Vehicles - 4 Axle Trucks - 5 Axle Trucks - 6+ Axle Trucks - Buses & RV's - Motorcycles - Bicycles - Medium Truck

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	6	0	6	5	3	8	10	7	17	31
07:15 AM	10	0	10	11	4	15	9	11	20	45
07:30 AM	21	1	22	10	0	10	6	13	19	51
07:45 AM	13	2	15	12	3	15	5	15	20	50
Total	50	3	53	38	10	48	30	46	76	177
08:00 AM	14	1	15	10	5	15	5	22	27	57
08:15 AM	15	1	16	6	5	11	5	29	34	61
08:30 AM	14	1	15	8	10	18	6	26	32	65
08:45 AM	9	3	12	12	5	17	9	16	25	54
Total	52	6	58	36	25	61	25	93	118	237
Grand Total	102	9	111	74	35	109	55	139	194	414
Apprch %	91.9	8.1		67.9	32.1		28.4	71.6		
Total %	24.6	2.2	26.8	17.9	8.5	26.3	13.3	33.6	46.9	
Cars & Trailers	56	7	63	38	29	67	23	122	145	275
% Cars & Trailers	54.9	77.8	56.8	51.4	82.9	61.5	41.8	87.8	74.7	66.4
Large 2 Axle Vehicles	1	1	2	0	1	1	4	1	5	8
% Large 2 Axle Vehicles	1	11.1	1.8	0	2.9	0.9	7.3	0.7	2.6	1.9
3 Axle Vehicles	0	0	0	0	0	0	3	1	4	4
% 3 Axle Vehicles	0	0	0	0	0	0	5.5	0.7	2.1	1
4 Axle Trucks	0	0	0	0	0	0	5	3	8	8
% 4 Axle Trucks	0	0	0	0	0	0	9.1	2.2	4.1	1.9
5 Axle Trucks	39	1	40	32	5	37	19	10	29	106
% 5 Axle Trucks	38.2	11.1	36	43.2	14.3	33.9	34.5	7.2	14.9	25.6
6+ Axle Trucks	5	0	5	4	0	4	0	1	1	10
% 6+ Axle Trucks	4.9	0	4.5	5.4	0	3.7	0	0.7	0.5	2.4
Buses & RV's	0	0	0	0	0	0	1	0	1	1
% Buses & RV's	0	0	0	0	0	0	1.8	0	0.5	0.2
Motorcycles	0	0	0	0	0	0	0	1	1	1
% Motorcycles	0	0	0	0	0	0	0	0.7	0.5	0.2
Bicycles	1	0	1	0	0	0	0	0	0	1
% Bicycles	1	0	0.9	0	0	0	0	0	0	0.2
Medium Truck	0	0	0	0	0	0	0	0	0	0
% Medium Truck	0	0	0	0	0	0	0	0	0	0

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	14	1	15	10	5	15	5	22	27	57
08:15 AM	**15**	1	**16**	6	5	11	5	**29**	**34**	61
08:30 AM	14	1	15	8	**10**	**18**	6	26	32	**65**
08:45 AM	9	**3**	12	**12**	5	17	**9**	16	25	54
Total Volume	52	6	58	36	25	61	25	93	118	237
% App. Total	89.7	10.3		59	41		21.2	78.8		
PHF	.867	.500	.906	.750	.625	.847	.694	.802	.868	.912

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City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 03_MRV_Theodore_60E AM
Site Code : 09817323
Start Date : 5/31/2017
Page No : 1

Groups Printed- Cars & Trailers

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	6	0	6	5	3	8	4	5	9	23
07:15 AM	5	0	5	10	3	13	5	7	12	30
07:30 AM	13	0	13	5	0	5	2	12	14	32
07:45 AM	6	2	8	5	2	7	3	13	16	31
Total	30	2	32	25	8	33	14	37	51	116
08:00 AM	10	1	11	2	3	5	1	20	21	37
08:15 AM	8	1	9	2	5	7	2	28	30	46
08:30 AM	6	1	7	3	8	11	4	23	27	45
08:45 AM	2	2	4	6	5	11	2	14	16	31
Total	26	5	31	13	21	34	9	85	94	159
Grand Total	56	7	63	38	29	67	23	122	145	275
Apprch %	88.9	11.1		56.7	43.3		15.9	84.1		
Total %	20.4	2.5	22.9	13.8	10.5	24.4	8.4	44.4	52.7	

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	**10**	1	**11**	2	3	5	1	20	21	37
08:15 AM	8	1	9	2	5	7	2	**28**	**30**	**46**
08:30 AM	6	1	7	3	**8**	**11**	**4**	23	27	45
08:45 AM	2	**2**	4	**6**	5	11	2	14	16	31
Total Volume	26	5	31	13	21	34	9	85	94	159
% App. Total	83.9	16.1		38.2	61.8		9.6	90.4		
PHF	.650	.625	.705	.542	.656	.773	.563	.759	.783	.864

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City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 03_MRV_Theodore_60E AM
Site Code : 09817323
Start Date : 5/31/2017
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	2	1	3	3
07:45 AM	0	0	0	0	1	1	0	0	0	1
Total	0	0	0	0	1	1	2	1	3	4
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	1	0	1	0	0	0	1	0	1	2
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	1	0	0	0	1	0	1	2
Total	1	1	2	0	0	0	2	0	2	4
Grand Total	1	1	2	0	1	1	4	1	5	8
Apprch %	50	50		0	100		80	20		
Total %	12.5	12.5	25	0	12.5	12.5	50	12.5	62.5	

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	**1**	0	**1**	0	0	0	**1**	0	**1**	**2**
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	**1**	1	0	0	0	1	0	1	2
Total Volume	1	1	2	0	0	0	2	0	2	4
% App. Total	50	50		0	0		100	0		
PHF	.250	.250	.500	.000	.000	.000	.500	.000	.500	.500

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City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 03_MRV_Theodore_60E AM
Site Code : 09817323
Start Date : 5/31/2017
Page No : 1

Groups Printed- 3 Axle Vehicles

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	1	0	1	1
08:00 AM	0	0	0	0	0	0	1	1	2	2
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	2	1	3	3
Grand Total	0	0	0	0	0	0	3	1	4	4
Apprch %	0	0		0	0		75	25		
Total %	0	0	0	0	0	0	75	25	100	

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	0	0	0	0	0	**1**	**1**	**2**	**2**
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	2	1	3	3
% App. Total	0	0		0	0		66.7	33.3		
PHF	.000	.000	.000	.000	.000	.000	.500	.250	.375	.375

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City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 03_MRV_Theodore_60E AM
Site Code : 09817323
Start Date : 5/31/2017
Page No : 1

Groups Printed- 4 Axle Trucks

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	1	1	2	2
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	1	1	1
08:30 AM	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	0	3	1	4	4
Total	0	0	0	0	0	0	4	2	6	6
Grand Total	0	0	0	0	0	0	5	3	8	8
Apprch %	0	0		0	0		62.5	37.5		
Total %	0	0	0	0	0	0	62.5	37.5	100	

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	**1**	1	1
08:30 AM	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	0	**3**	1	**4**	**4**
Total Volume	0	0	0	0	0	0	4	2	6	6
% App. Total	0	0		0	0		66.7	33.3		
PHF	.000	.000	.000	.000	.000	.000	.333	.500	.375	.375

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City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 03_MRV_Theodore_60E AM
Site Code : 09817323
Start Date : 5/31/2017
Page No : 1

Groups Printed- 5 Axle Trucks

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	5	1	6	6
07:15 AM	4	0	4	1	1	2	4	3	7	13
07:30 AM	7	1	8	4	0	4	2	0	2	14
07:45 AM	6	0	6	7	0	7	1	1	2	15
Total	17	1	18	12	1	13	12	5	17	48
08:00 AM	2	0	2	7	2	9	2	1	3	14
08:15 AM	6	0	6	3	0	3	2	0	2	11
08:30 AM	8	0	8	5	2	7	1	3	4	19
08:45 AM	6	0	6	5	0	5	2	1	3	14
Total	22	0	22	20	4	24	7	5	12	58
Grand Total	39	1	40	32	5	37	19	10	29	106
Apprch %	97.5	2.5		86.5	13.5		65.5	34.5		
Total %	36.8	0.9	37.7	30.2	4.7	34.9	17.9	9.4	27.4	

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	2	0	2	**7**	**2**	**9**	**2**	1	3	14
08:15 AM	6	0	6	3	0	3	2	0	2	11
08:30 AM	**8**	0	**8**	5	2	7	1	**3**	**4**	**19**
08:45 AM	6	0	6	5	0	5	2	1	3	14
Total Volume	22	0	22	20	4	24	7	5	12	58
% App. Total	100	0		83.3	16.7		58.3	41.7		
PHF	.688	.000	.688	.714	.500	.667	.875	.417	.750	.763

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City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 03_MRV_Theodore_60E AM
Site Code : 09817323
Start Date : 5/31/2017
Page No : 1

Groups Printed- 6+ Axle Trucks

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	1	1	1
07:15 AM	1	0	1	0	0	0	0	0	0	1
07:30 AM	0	0	0	1	0	1	0	0	0	1
07:45 AM	1	0	1	0	0	0	0	0	0	1
Total	2	0	2	1	0	1	0	1	1	4
08:00 AM	2	0	2	1	0	1	0	0	0	3
08:15 AM	0	0	0	1	0	1	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	1	0	1	1	0	1	0	0	0	2
Total	3	0	3	3	0	3	0	0	0	6
Grand Total	5	0	5	4	0	4	0	1	1	10
Apprch %	100	0		100	0		0	100		
Total %	50	0	50	40	0	40	0	10	10	

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	**2**	0	**2**	**1**	0	**1**	0	0	0	**3**
08:15 AM	0	0	0	1	0	1	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	1	0	1	1	0	1	0	0	0	2
Total Volume	3	0	3	3	0	3	0	0	0	6
% App. Total	100	0		100	0		0	0		
PHF	.375	.000	.375	.750	.000	.750	.000	.000	.000	.500

Counts Unlimited
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City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 03_MRV_Theodore_60E AM
Site Code : 09817323
Start Date : 5/31/2017
Page No : 1

Groups Printed- Buses & RV's

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	0	0	0	0	1	0	1	1
Apprch %	0	0		0	0		100	0		
Total %	0	0	0	0	0	0	100	0	100	

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	0	0	0	0	0	**1**	0	**1**	**1**
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	1	0	1	1
% App. Total	0	0		0	0		100	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250

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City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 03_MRV_Theodore_60E AM
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Groups Printed- Motorcycles

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	1	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	1	1
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	1	1	1
Apprch %	0	0		0	0		0	100		
Total %	0	0	0	0	0	0	0	100	100	

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 03_MRV_Theodore_60E AM
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Groups Printed- Bicycles

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	0	1	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	1	0	1	0	0	0	0	0	0	1
Apprch %	100	0		0	0		0	0		
Total %	100	0	100	0	0	0	0	0	0	

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Groups Printed- Medium Truck

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Moreno Valley
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File Name : 03_MRV_Theodore_60E PM
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Groups Printed- Cars & Trailers - Large 2 Axle Vehicles - 3 Axle Vehicles - 4 Axle Trucks - 5 Axle Trucks - 6+ Axle Trucks - Buses & RV's - Motorcycles - Bicycles - Medium Truck

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	7	3	10	7	15	22	1	5	6	38
04:15 PM	13	4	17	4	15	19	2	5	7	43
04:30 PM	9	4	13	10	5	15	5	10	15	43
04:45 PM	9	3	12	11	11	22	5	6	11	45
Total	38	14	52	32	46	78	13	26	39	169
05:00 PM	9	3	12	5	5	10	3	7	10	32
05:15 PM	7	5	12	3	9	12	1	8	9	33
05:30 PM	6	3	9	8	16	24	1	11	12	45
05:45 PM	9	0	9	7	8	15	2	6	8	32
Total	31	11	42	23	38	61	7	32	39	142
Grand Total	69	25	94	55	84	139	20	58	78	311
Apprch %	73.4	26.6		39.6	60.4		25.6	74.4		
Total %	22.2	8	30.2	17.7	27	44.7	6.4	18.6	25.1	
Cars & Trailers	66	23	89	46	75	121	11	41	52	262
% Cars & Trailers	95.7	92	94.7	83.6	89.3	87.1	55	70.7	66.7	84.2
Large 2 Axle Vehicles	0	1	1	0	1	1	6	1	7	9
% Large 2 Axle Vehicles	0	4	1.1	0	1.2	0.7	30	1.7	9	2.9
3 Axle Vehicles	0	0	0	0	3	3	0	1	1	4
% 3 Axle Vehicles	0	0	0	0	3.6	2.2	0	1.7	1.3	1.3
4 Axle Trucks	0	0	0	0	1	1	1	3	4	5
% 4 Axle Trucks	0	0	0	0	1.2	0.7	5	5.2	5.1	1.6
5 Axle Trucks	3	0	3	4	4	8	1	12	13	24
% 5 Axle Trucks	4.3	0	3.2	7.3	4.8	5.8	5	20.7	16.7	7.7
6+ Axle Trucks	0	1	1	0	0	0	1	0	1	2
% 6+ Axle Trucks	0	4	1.1	0	0	0	5	0	1.3	0.6
Buses & RV's	0	0	0	0	0	0	0	0	0	0
% Buses & RV's	0	0	0	0	0	0	0	0	0	0
Motorcycles	0	0	0	5	0	5	0	0	0	5
% Motorcycles	0	0	0	9.1	0	3.6	0	0	0	1.6
Bicycles	0	0	0	0	0	0	0	0	0	0
% Bicycles	0	0	0	0	0	0	0	0	0	0
Medium Truck	0	0	0	0	0	0	0	0	0	0
% Medium Truck	0	0	0	0	0	0	0	0	0	0

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	7	3	10	7	**15**	**22**	1	5	6	38
04:15 PM	**13**	**4**	**17**	4	15	19	2	5	7	43
04:30 PM	9	4	13	10	5	15	**5**	**10**	**15**	43
04:45 PM	9	3	12	**11**	11	22	5	6	11	**45**
Total Volume	38	14	52	32	46	78	13	26	39	169
% App. Total	73.1	26.9		41	59		33.3	66.7		
PHF	.731	.875	.765	.727	.767	.886	.650	.650	.650	.939

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E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 03_MRV_Theodore_60E PM
Site Code : 09817323
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Groups Printed- Cars & Trailers

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	7	3	10	5	12	17	0	5	5	32
04:15 PM	12	4	16	4	10	14	0	3	3	33
04:30 PM	8	3	11	6	5	11	4	7	11	33
04:45 PM	8	3	11	10	11	21	4	4	8	40
Total	35	13	48	25	38	63	8	19	27	138
05:00 PM	9	3	12	5	5	10	1	5	6	28
05:15 PM	7	4	11	3	8	11	1	3	4	26
05:30 PM	6	3	9	6	16	22	0	9	9	40
05:45 PM	9	0	9	7	8	15	1	5	6	30
Total	31	10	41	21	37	58	3	22	25	124
Grand Total	66	23	89	46	75	121	11	41	52	262
Apprch %	74.2	25.8		38	62		21.2	78.8		
Total %	25.2	8.8	34	17.6	28.6	46.2	4.2	15.6	19.8	

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	7	3	10	5	**12**	17	0	5	5	32
04:15 PM	**12**	**4**	**16**	4	10	14	0	3	3	33
04:30 PM	8	3	11	6	5	11	**4**	**7**	**11**	33
04:45 PM	8	3	11	**10**	11	**21**	4	4	8	**40**
Total Volume	35	13	48	25	38	63	8	19	27	138
% App. Total	72.9	27.1		39.7	60.3		29.6	70.4		
PHF	.729	.813	.750	.625	.792	.750	.500	.679	.614	.863

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File Name : 03_MRV_Theodore_60E PM
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Groups Printed- Large 2 Axle Vehicles

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	1	1	2	0	2	3
04:30 PM	0	0	0	0	0	0	1	1	2	2
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	3	1	4	5
05:00 PM	0	0	0	0	0	0	2	0	2	2
05:15 PM	0	1	1	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	3	0	3	4
Grand Total	0	1	1	0	1	1	6	1	7	9
Apprch %	0	100		0	100		85.7	14.3		
Total %	0	11.1	11.1	0	11.1	11.1	66.7	11.1	77.8	

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	**1**	**1**	**2**	0	**2**	**3**
04:30 PM	0	0	0	0	0	0	1	**1**	2	2
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	1	3	1	4	5
% App. Total	0	0		0	100		75	25		
PHF	.000	.000	.000	.000	.250	.250	.375	.250	.500	.417

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File Name : 03_MRV_Theodore_60E PM
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Groups Printed- 3 Axle Vehicles

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	1	1	0	0	0	1
04:15 PM	0	0	0	0	2	2	0	1	1	3
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	3	3	0	1	1	4
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	3	3	0	1	1	4
Apprch %	0	0		0	100		0	100		
Total %	0	0	0	0	75	75	0	25	25	

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	1	1	0	0	0	1
04:15 PM	0	0	0	0	**2**	**2**	0	**1**	**1**	**3**
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	3	3	0	1	1	4
% App. Total	0	0		0	100		0	100		
PHF	.000	.000	.000	.000	.375	.375	.000	.250	.250	.333

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Groups Printed- 4 Axle Trucks

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	1	2	2
05:00 PM	0	0	0	0	0	0	0	1	1	1
05:15 PM	0	0	0	0	1	1	0	1	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	2	2	3
Grand Total	0	0	0	0	1	1	1	3	4	5
Apprch %	0	0		0	100		25	75		
Total %	0	0	0	0	20	20	20	60	80	

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	**1**	0	**1**	**1**
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	**1**	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	1	1	2	2
% App. Total	0	0		0	0		50	50		
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.500	.500

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Groups Printed- 5 Axle Trucks

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	1	2	3	0	0	0	3
04:15 PM	1	0	1	0	2	2	0	1	1	4
04:30 PM	1	0	1	0	0	0	0	1	1	2
04:45 PM	1	0	1	1	0	1	1	2	3	5
Total	3	0	3	2	4	6	1	4	5	14
05:00 PM	0	0	0	0	0	0	0	1	1	1
05:15 PM	0	0	0	0	0	0	0	4	4	4
05:30 PM	0	0	0	2	0	2	0	2	2	4
05:45 PM	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	2	0	2	0	8	8	10
Grand Total	3	0	3	4	4	8	1	12	13	24
Apprch %	100	0		50	50		7.7	92.3		
Total %	12.5	0	12.5	16.7	16.7	33.3	4.2	50	54.2	

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	**1**	**2**	**3**	0	0	0	3
04:15 PM	**1**	0	**1**	0	2	2	0	1	1	4
04:30 PM	1	0	1	0	0	0	0	1	1	2
04:45 PM	1	0	1	1	0	1	**1**	**2**	**3**	**5**
Total Volume	3	0	3	2	4	6	1	4	5	14
% App. Total	100	0		33.3	66.7		20	80		
PHF	.750	.000	.750	.500	.500	.500	.250	.500	.417	.700

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Weather: Clear

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Groups Printed- 6+ Axle Trucks

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	1	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	1	0	1	1
Grand Total	0	1	1	0	0	0	1	0	1	2
Apprch %	0	100		0	0		100	0		
Total %	0	50	50	0	0	0	50	0	50	

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	**1**	**1**	0	0	0	0	0	0	**1**
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	0	0	0	1
% App. Total	0	100		0	0		0	0		
PHF	.000	.250	.250	.000	.000	.000	.000	.000	.000	.250

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City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 03_MRV_Theodore_60E PM
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Groups Printed- Buses & RV's

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Eastbound Ramps
Weather: Clear

File Name : 03_MRV_Theodore_60E PM
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Groups Printed- Motorcycles

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	1	0	1	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	4	0	4	0	0	0	4
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	5	0	5	0	0	0	5
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	5	0	5	0	0	0	5
Apprch %	0	0		100	0		0	0		
Total %	0	0	0	100	0	100	0	0	0	

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	1	0	1	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	**4**	0	**4**	0	0	0	**4**
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	5	0	5	0	0	0	5
% App. Total	0	0		100	0		0	0		
PHF	.000	.000	.000	.313	.000	.313	.000	.000	.000	.313

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City of Moreno Valley
N/S: Theodore Street
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Weather: Clear

File Name : 03_MRV_Theodore_60E PM
Site Code : 09817323
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Groups Printed- Bicycles

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Groups Printed- Medium Truck

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Moreno Valley
N/S: Theodore Street
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Weather: Clear

File Name : 02_MRV_Theodore_60W AM
Site Code : 09817323
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Groups Printed- Cars & Trailers - Large 2 Axle Vehicles - 3 Axle Vehicles - 4 Axle Trucks - 5 Axle Trucks - 6+ Axle Trucks - Buses & RV's - Motorcycles - Bicycles - Medium Truck

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	2	5	7	2	7	9	12	3	15	31
07:15 AM	4	1	5	16	3	19	10	2	12	36
07:30 AM	7	6	13	9	5	14	4	1	5	32
07:45 AM	4	3	7	15	9	24	7	1	8	39
Total	17	15	32	42	24	66	33	7	40	138
08:00 AM	6	5	11	7	7	14	9	3	12	37
08:15 AM	6	6	12	11	1	12	7	3	10	34
08:30 AM	6	3	9	11	0	11	11	7	18	38
08:45 AM	4	4	8	12	3	15	8	2	10	33
Total	22	18	40	41	11	52	35	15	50	142
Grand Total	39	33	72	83	35	118	68	22	90	280
Apprch %	54.2	45.8		70.3	29.7		75.6	24.4		
Total %	13.9	11.8	25.7	29.6	12.5	42.1	24.3	7.9	32.1	
Cars & Trailers	15	30	45	36	29	65	37	16	53	163
% Cars & Trailers	38.5	90.9	62.5	43.4	82.9	55.1	54.4	72.7	58.9	58.2
Large 2 Axle Vehicles	3	1	4	1	3	4	4	1	5	13
% Large 2 Axle Vehicles	7.7	3	5.6	1.2	8.6	3.4	5.9	4.5	5.6	4.6
3 Axle Vehicles	3	0	3	0	0	0	3	1	4	7
% 3 Axle Vehicles	7.7	0	4.2	0	0	0	4.4	4.5	4.4	2.5
4 Axle Trucks	3	1	4	0	0	0	5	0	5	9
% 4 Axle Trucks	7.7	3	5.6	0	0	0	7.4	0	5.6	3.2
5 Axle Trucks	15	1	16	39	1	40	18	4	22	78
% 5 Axle Trucks	38.5	3	22.2	47	2.9	33.9	26.5	18.2	24.4	27.9
6+ Axle Trucks	0	0	0	7	0	7	1	0	1	8
% 6+ Axle Trucks	0	0	0	8.4	0	5.9	1.5	0	1.1	2.9
Buses & RV's	0	0	0	0	0	0	0	0	0	0
% Buses & RV's	0	0	0	0	0	0	0	0	0	0
Motorcycles	0	0	0	0	2	2	0	0	0	2
% Motorcycles	0	0	0	0	5.7	1.7	0	0	0	0.7
Bicycles	0	0	0	0	0	0	0	0	0	0
% Bicycles	0	0	0	0	0	0	0	0	0	0
Medium Truck	0	0	0	0	0	0	0	0	0	0
% Medium Truck	0	0	0	0	0	0	0	0	0	0

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	4	3	7	**15**	**9**	**24**	7	1	8	**39**
08:00 AM	**6**	5	11	7	7	14	9	3	12	37
08:15 AM	6	**6**	**12**	11	1	12	7	3	10	34
08:30 AM	6	3	9	11	0	11	**11**	**7**	**18**	38
Total Volume	22	17	39	44	17	61	34	14	48	148
% App. Total	56.4	43.6		72.1	27.9		70.8	29.2		
PHF	.917	.708	.813	.733	.472	.635	.773	.500	.667	.949

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City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Westbound Ramps
Weather: Clear

File Name : 02_MRV_Theodore_60W AM
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Groups Printed- Cars & Trailers

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	1	5	6	2	6	8	5	3	8	22
07:15 AM	3	1	4	9	3	12	7	0	7	23
07:30 AM	0	5	5	4	5	9	1	1	2	16
07:45 AM	0	3	3	6	6	12	4	1	5	20
Total	4	14	18	21	20	41	17	5	22	81
08:00 AM	3	5	8	3	6	9	4	1	5	22
08:15 AM	3	5	8	4	1	5	6	2	8	21
08:30 AM	2	3	5	4	0	4	7	6	13	22
08:45 AM	3	3	6	4	2	6	3	2	5	17
Total	11	16	27	15	9	24	20	11	31	82
Grand Total	15	30	45	36	29	65	37	16	53	163
Apprch %	33.3	66.7		55.4	44.6		69.8	30.2		
Total %	9.2	18.4	27.6	22.1	17.8	39.9	22.7	9.8	32.5	

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	3	3	**6**	**6**	**12**	4	1	5	20
08:00 AM	**3**	**5**	**8**	3	6	9	4	1	5	**22**
08:15 AM	3	5	8	4	1	5	6	2	8	21
08:30 AM	2	3	5	4	0	4	**7**	**6**	**13**	22
Total Volume	8	16	24	17	13	30	21	10	31	85
% App. Total	33.3	66.7		56.7	43.3		67.7	32.3		
PHF	.667	.800	.750	.708	.542	.625	.750	.417	.596	.966

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City of Moreno Valley
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File Name : 02_MRV_Theodore_60W AM
Site Code : 09817323
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Groups Printed- Large 2 Axle Vehicles

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	1	1	1
07:30 AM	0	0	0	0	0	0	1	0	1	1
07:45 AM	1	0	1	0	1	1	1	0	1	3
Total	1	0	1	0	1	1	2	1	3	5
08:00 AM	1	0	1	0	1	1	0	0	0	2
08:15 AM	1	1	2	0	0	0	1	0	1	3
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	1	1	2	1	0	1	3
Total	2	1	3	1	2	3	2	0	2	8
Grand Total	3	1	4	1	3	4	4	1	5	13
Apprch %	75	25		25	75		80	20		
Total %	23.1	7.7	30.8	7.7	23.1	30.8	30.8	7.7	38.5	

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	**1**	0	1	0	**1**	**1**	**1**	0	**1**	**3**
08:00 AM	1	0	1	0	1	1	0	0	0	2
08:15 AM	1	**1**	**2**	0	0	0	1	0	1	3
08:30 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	3	1	4	0	2	2	2	0	2	8
% App. Total	75	25		0	100		100	0		
PHF	.750	.250	.500	.000	.500	.500	.500	.000	.500	.667

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E/W: SR-60 Westbound Ramps
Weather: Clear

File Name : 02_MRV_Theodore_60W AM
Site Code : 09817323
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Groups Printed- 3 Axle Vehicles

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	1	0	1	1
08:00 AM	1	0	1	0	0	0	1	0	1	2
08:15 AM	1	0	1	0	0	0	0	0	0	1
08:30 AM	1	0	1	0	0	0	0	1	1	2
08:45 AM	0	0	0	0	0	0	1	0	1	1
Total	3	0	3	0	0	0	2	1	3	6
Grand Total	3	0	3	0	0	0	3	1	4	7
Apprch %	100	0		0	0		75	25		
Total %	42.9	0	42.9	0	0	0	42.9	14.3	57.1	

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	0	0	0	0	0	**1**	0	**1**	1
08:00 AM	**1**	0	**1**	0	0	0	1	0	1	**2**
08:15 AM	1	0	1	0	0	0	0	0	0	1
08:30 AM	1	0	1	0	0	0	0	**1**	1	2
Total Volume	3	0	3	0	0	0	2	1	3	6
% App. Total	100	0		0	0		66.7	33.3		
PHF	.750	.000	.750	.000	.000	.000	.500	.250	.750	.750

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Weather: Clear

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Groups Printed- 4 Axle Trucks

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	1	0	0	0	1	0	1	2
07:15 AM	1	0	1	0	0	0	0	0	0	1
07:30 AM	1	0	1	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	3	0	3	0	0	0	1	0	1	4
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	2	0	2	2
08:45 AM	0	1	1	0	0	0	2	0	2	3
Total	0	1	1	0	0	0	4	0	4	5
Grand Total	3	1	4	0	0	0	5	0	5	9
Apprch %	75	25		0	0		100	0		
Total %	33.3	11.1	44.4	0	0	0	55.6	0	55.6	

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	**2**	0	**2**	**2**
Total Volume	0	0	0	0	0	0	2	0	2	2
% App. Total	0	0		0	0		100	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250

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City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Westbound Ramps
Weather: Clear

File Name : 02_MRV_Theodore_60W AM
Site Code : 09817323
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Groups Printed- 5 Axle Trucks

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	1	1	5	0	5	6
07:15 AM	0	0	0	6	0	6	3	1	4	10
07:30 AM	6	1	7	5	0	5	2	0	2	14
07:45 AM	3	0	3	7	0	7	1	0	1	11
Total	9	1	10	18	1	19	11	1	12	41
08:00 AM	1	0	1	3	0	3	4	2	6	10
08:15 AM	1	0	1	7	0	7	0	1	1	9
08:30 AM	3	0	3	5	0	5	2	0	2	10
08:45 AM	1	0	1	6	0	6	1	0	1	8
Total	6	0	6	21	0	21	7	3	10	37
Grand Total	15	1	16	39	1	40	18	4	22	78
Apprch %	93.8	6.2		97.5	2.5		81.8	18.2		
Total %	19.2	1.3	20.5	50	1.3	51.3	23.1	5.1	28.2	

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	**3**	0	**3**	**7**	0	**7**	1	0	1	**11**
08:00 AM	1	0	1	3	0	3	**4**	**2**	**6**	10
08:15 AM	1	0	1	7	0	7	0	1	1	9
08:30 AM	3	0	3	5	0	5	2	0	2	10
Total Volume	8	0	8	22	0	22	7	3	10	40
% App. Total	100	0		100	0		70	30		
PHF	.667	.000	.667	.786	.000	.786	.438	.375	.417	.909

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City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Westbound Ramps
Weather: Clear

File Name : 02_MRV_Theodore_60W AM
Site Code : 09817323
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Groups Printed- 6+ Axle Trucks

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	0	1	1
07:15 AM	0	0	0	1	0	1	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	2	0	2	0	0	0	2
Total	0	0	0	3	0	3	1	0	1	4
08:00 AM	0	0	0	1	0	1	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	2	0	2	0	0	0	2
08:45 AM	0	0	0	1	0	1	0	0	0	1
Total	0	0	0	4	0	4	0	0	0	4
Grand Total	0	0	0	7	0	7	1	0	1	8
Apprch %	0	0		100	0		100	0		
Total %	0	0	0	87.5	0	87.5	12.5	0	12.5	

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	0	0	**2**	0	**2**	0	0	0	**2**
08:00 AM	0	0	0	1	0	1	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	2	0	2	0	0	0	2
Total Volume	0	0	0	5	0	5	0	0	0	5
% App. Total	0	0		100	0		0	0		
PHF	.000	.000	.000	.625	.000	.625	.000	.000	.000	.625

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City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Westbound Ramps
Weather: Clear

File Name : 02_MRV_Theodore_60W AM
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Groups Printed- Buses & RV's

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Weather: Clear

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Groups Printed- Motorcycles

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	2	2	0	0	0	2
Total	0	0	0	0	2	2	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	2	2	0	0	0	2
Apprch %	0	0		0	100		0	0		
Total %	0	0	0	0	100	100	0	0	0	

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	0	0	0	**2**	**2**	0	0	0	**2**
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	2	2	0	0	0	2
% App. Total	0	0		0	100		0	0		
PHF	.000	.000	.000	.000	.250	.250	.000	.000	.000	.250

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E/W: SR-60 Westbound Ramps
Weather: Clear

File Name : 02_MRV_Theodore_60W AM
Site Code : 09817323
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Groups Printed- Bicycles

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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File Name : 02_MRV_Theodore_60W AM
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Groups Printed- Medium Truck

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Weather: Clear

File Name : 02_MRV_Theodore_60W PM
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Groups Printed- Cars & Trailers - Large 2 Axle Vehicles - 3 Axle Vehicles - 4 Axle Trucks - 5 Axle Trucks - 6+ Axle Trucks - Buses & RV's - Motorcycles - Bicycles - Medium Truck

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	11	7	18	3	1	4	5	13	18	40
04:15 PM	9	6	15	10	4	14	4	9	13	42
04:30 PM	10	11	21	4	3	7	7	10	17	45
04:45 PM	5	5	10	6	2	8	4	6	10	28
Total	35	29	64	23	10	33	20	38	58	155
05:00 PM	1	7	8	6	3	9	2	10	12	29
05:15 PM	3	8	11	3	4	7	1	4	5	23
05:30 PM	2	3	5	5	0	5	8	13	21	31
05:45 PM	2	3	5	4	4	8	1	6	7	20
Total	8	21	29	18	11	29	12	33	45	103
Grand Total	43	50	93	41	21	62	32	71	103	258
Apprch %	46.2	53.8		66.1	33.9		31.1	68.9		
Total %	16.7	19.4	36	15.9	8.1	24	12.4	27.5	39.9	
Cars & Trailers	32	49	81	37	20	57	27	59	86	224
% Cars & Trailers	74.4	98	87.1	90.2	95.2	91.9	84.4	83.1	83.5	86.8
Large 2 Axle Vehicles	3	0	3	0	1	1	2	6	8	12
% Large 2 Axle Vehicles	7	0	3.2	0	4.8	1.6	6.2	8.5	7.8	4.7
3 Axle Vehicles	1	0	1	1	0	1	0	4	4	6
% 3 Axle Vehicles	2.3	0	1.1	2.4	0	1.6	0	5.6	3.9	2.3
4 Axle Trucks	4	0	4	0	0	0	0	0	0	4
% 4 Axle Trucks	9.3	0	4.3	0	0	0	0	0	0	1.6
5 Axle Trucks	3	0	3	3	0	3	2	2	4	10
% 5 Axle Trucks	7	0	3.2	7.3	0	4.8	6.2	2.8	3.9	3.9
6+ Axle Trucks	0	1	1	0	0	0	1	0	1	2
% 6+ Axle Trucks	0	2	1.1	0	0	0	3.1	0	1	0.8
Buses & RV's	0	0	0	0	0	0	0	0	0	0
% Buses & RV's	0	0	0	0	0	0	0	0	0	0
Motorcycles	0	0	0	0	0	0	0	0	0	0
% Motorcycles	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0
% Bicycles	0	0	0	0	0	0	0	0	0	0
Medium Truck	0	0	0	0	0	0	0	0	0	0
% Medium Truck	0	0	0	0	0	0	0	0	0	0

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**11**	7	18	3	1	4	5	**13**	**18**	40
04:15 PM	9	6	15	**10**	**4**	**14**	4	9	13	42
04:30 PM	10	**11**	**21**	4	3	7	**7**	10	17	**45**
04:45 PM	5	5	10	6	2	8	4	6	10	28
Total Volume	35	29	64	23	10	33	20	38	58	155
% App. Total	54.7	45.3		69.7	30.3		34.5	65.5		
PHF	.795	.659	.762	.575	.625	.589	.714	.731	.806	.861

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City of Moreno Valley
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Site Code : 09817323
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Groups Printed- Cars & Trailers

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	7	7	14	2	1	3	4	9	13	30
04:15 PM	4	6	10	10	3	13	4	5	9	32
04:30 PM	9	10	19	3	3	6	7	9	16	41
04:45 PM	5	5	10	5	2	7	3	5	8	25
Total	25	28	53	20	9	29	18	28	46	128
05:00 PM	1	7	8	5	3	8	2	8	10	26
05:15 PM	3	8	11	3	4	7	1	4	5	23
05:30 PM	2	3	5	5	0	5	5	13	18	28
05:45 PM	1	3	4	4	4	8	1	6	7	19
Total	7	21	28	17	11	28	9	31	40	96
Grand Total	32	49	81	37	20	57	27	59	86	224
Apprch %	39.5	60.5		64.9	35.1		31.4	68.6		
Total %	14.3	21.9	36.2	16.5	8.9	25.4	12.1	26.3	38.4	

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	7	7	14	2	1	3	4	**9**	13	30
04:15 PM	4	6	10	**10**	**3**	**13**	4	5	9	32
04:30 PM	**9**	**10**	**19**	3	3	6	**7**	9	**16**	**41**
04:45 PM	5	5	10	5	2	7	3	5	8	25
Total Volume	25	28	53	20	9	29	18	28	46	128
% App. Total	47.2	52.8		69	31		39.1	60.9		
PHF	.694	.700	.697	.500	.750	.558	.643	.778	.719	.780

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Groups Printed- Large 2 Axle Vehicles

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	2	0	2	0	0	0	0	1	1	3
04:15 PM	0	0	0	0	1	1	0	2	2	3
04:30 PM	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	0	0	0	0	0	0	1	1	1
Total	2	0	2	0	1	1	0	5	5	8
05:00 PM	0	0	0	0	0	0	0	1	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	2	0	2	2
05:45 PM	1	0	1	0	0	0	0	0	0	1
Total	1	0	1	0	0	0	2	1	3	4
Grand Total	3	0	3	0	1	1	2	6	8	12
Apprch %	100	0		0	100		25	75		
Total %	25	0	25	0	8.3	8.3	16.7	50	66.7	

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**2**	0	**2**	0	0	0	0	1	1	**3**
04:15 PM	0	0	0	0	**1**	**1**	0	**2**	**2**	3
04:30 PM	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	0	0	0	0	0	0	1	1	1
Total Volume	2	0	2	0	1	1	0	5	5	8
% App. Total	100	0		0	100		0	100		
PHF	.250	.000	.250	.000	.250	.250	.000	.625	.625	.667

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Westbound Ramps
Weather: Clear

File Name : 02_MRV_Theodore_60W PM
Site Code : 09817323
Start Date : 5/31/2017
Page No : 1

Groups Printed- 3 Axle Vehicles

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	2	2	2
04:15 PM	0	0	0	0	0	0	0	1	1	1
04:30 PM	1	0	1	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	0	0	0	3	3	4
05:00 PM	0	0	0	1	0	1	0	1	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	1	0	1	1	2
Grand Total	1	0	1	1	0	1	0	4	4	6
Apprch %	100	0		100	0		0	100		
Total %	16.7	0	16.7	16.7	0	16.7	0	66.7	66.7	

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	**2**	**2**	**2**
04:15 PM	0	0	0	0	0	0	0	1	1	1
04:30 PM	**1**	0	**1**	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	0	0	0	3	3	4
% App. Total	100	0		0	0		0	100		
PHF	.250	.000	.250	.000	.000	.000	.000	.375	.375	.500

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Westbound Ramps
Weather: Clear

File Name : 02_MRV_Theodore_60W PM
Site Code : 09817323
Start Date : 5/31/2017
Page No : 1

Groups Printed- 4 Axle Trucks

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	2	0	2	0	0	0	0	0	0	2
04:15 PM	2	0	2	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	4	0	4	0	0	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	4	0	4	0	0	0	0	0	0	4
Apprch %	100	0		0	0		0	0		
Total %	100	0	100	0	0	0	0	0	0	

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**2**	0	**2**	0	0	0	0	0	0	**2**
04:15 PM	2	0	2	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	4	0	4	0	0	0	0	0	0	4
% App. Total	100	0		0	0		0	0		
PHF	.500	.000	.500	.000	.000	.000	.000	.000	.000	.500

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Westbound Ramps
Weather: Clear

File Name : 02_MRV_Theodore_60W PM
Site Code : 09817323
Start Date : 5/31/2017
Page No : 1

Groups Printed- 5 Axle Trucks

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	1	0	1	1	1	2	3
04:15 PM	3	0	3	0	0	0	0	1	1	4
04:30 PM	0	0	0	1	0	1	0	0	0	1
04:45 PM	0	0	0	1	0	1	1	0	1	2
Total	3	0	3	3	0	3	2	2	4	10
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	3	0	3	3	0	3	2	2	4	10
Apprch %	100	0		100	0		50	50		
Total %	30	0	30	30	0	30	20	20	40	

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	**1**	0	**1**	**1**	**1**	**2**	3
04:15 PM	**3**	0	**3**	0	0	0	0	1	1	**4**
04:30 PM	0	0	0	1	0	1	0	0	0	1
04:45 PM	0	0	0	1	0	1	1	0	1	2
Total Volume	3	0	3	3	0	3	2	2	4	10
% App. Total	100	0		100	0		50	50		
PHF	.250	.000	.250	.750	.000	.750	.500	.500	.500	.625

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Westbound Ramps
Weather: Clear

File Name : 02_MRV_Theodore_60W PM
Site Code : 09817323
Start Date : 5/31/2017
Page No : 1

Groups Printed- 6+ Axle Trucks

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	1	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	1	1
Grand Total	0	1	1	0	0	0	1	0	1	2
Apprch %	0	100		0	0		100	0		
Total %	0	50	50	0	0	0	50	0	50	

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	**1**	**1**	0	0	0	0	0	0	**1**
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	0	0	0	1
% App. Total	0	100		0	0		0	0		
PHF	.000	.250	.250	.000	.000	.000	.000	.000	.000	.250

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Westbound Ramps
Weather: Clear

File Name : 02_MRV_Theodore_60W PM
Site Code : 09817323
Start Date : 5/31/2017
Page No : 1

Groups Printed- Buses & RV's

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Westbound Ramps
Weather: Clear

File Name : 02_MRV_Theodore_60W PM
Site Code : 09817323
Start Date : 5/31/2017
Page No : 1

Groups Printed- Motorcycles

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Westbound Ramps
Weather: Clear

File Name : 02_MRV_Theodore_60W PM
Site Code : 09817323
Start Date : 5/31/2017
Page No : 1

Groups Printed- Bicycles

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Moreno Valley
N/S: Theodore Street
E/W: SR-60 Westbound Ramps
Weather: Clear

File Name : 02_MRV_Theodore_60W PM
Site Code : 09817323
Start Date : 5/31/2017
Page No : 1

Groups Printed- Medium Truck

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

INTERSECTION #5 AM

Start Date: 1/30/2018
Comment 1: City of Moreno Valley
Comment 2: N/S: Redlands Boulevard
Comment 3: E/W: Eucalyptus Avenue
Comment 4: Weather: Clear

Cars	Redlands Boulevard Southbound				Eucalyptus Avenue Westbound				Redlands Boulevard Northbound				Eucalyptus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	59	6	0	1	0	2	0	9	132	0	0	0	0	0	0
07:15 AM	0	66	6	0	0	0	4	0	3	140	0	0	3	0	2	0
07:30 AM	0	91	8	0	1	0	1	0	2	100	0	0	0	0	0	0
07:45 AM	0	92	7	0	1	0	2	0	5	101	0	0	2	0	0	0
08:00 AM	1	80	6	0	0	0	2	0	4	83	0	0	6	0	1	0
08:15 AM	3	64	1	0	0	1	1	0	1	94	3	0	4	0	2	0
08:30 AM	1	61	2	0	1	0	20	0	2	78	0	0	2	0	4	0
08:45 AM	0	38	3	0	1	0	31	0	0	59	0	0	6	0	0	0

2-Axle Trucks	Redlands Boulevard Southbound				Eucalyptus Avenue Westbound				Redlands Boulevard Northbound				Eucalyptus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0
07:15 AM	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0
07:45 AM	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0
08:00 AM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:30 AM	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

3-Axle Trucks	Redlands Boulevard Southbound				Eucalyptus Avenue Westbound				Redlands Boulevard Northbound				Eucalyptus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0
07:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
08:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0

4+ Axle Trucks	Redlands Boulevard Southbound				Eucalyptus Avenue Westbound				Redlands Boulevard Northbound				Eucalyptus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
07:15 AM	0	0	2	0	0	0	1	0	0	0	0	0	2	0	0	0
07:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0
07:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0
08:00 AM	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0
08:15 AM	0	0	1	0	0	0	3	0	0	2	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0

INTERSECTION #5 PM

Start Date: 1/30/2018
Comment 1: City of Moreno Valley
Comment 2: N/S: Redlands Boulevard
Comment 3: E/W: Eucalyptus Avenue
Comment 4: Weather: Clear

Cars	Redlands Boulevard Southbound				Eucalyptus Avenue Westbound				Redlands Boulevard Northbound				Eucalyptus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	114	0	0	0	0	4	0	0	84	0	0	6	0	3	0
04:15 PM	1	99	4	0	0	0	1	0	0	92	0	0	13	0	5	0
04:30 PM	0	125	0	0	0	0	11	0	0	83	0	0	3	1	1	0
04:45 PM	1	134	1	0	0	0	4	0	0	96	1	0	8	0	2	0
05:00 PM	0	118	0	0	2	0	9	0	0	94	0	0	2	0	5	0
05:15 PM	0	119	3	0	0	0	4	0	0	103	0	0	7	0	0	0
05:30 PM	0	136	2	0	0	0	10	0	0	91	0	0	5	0	0	0
05:45 PM	0	116	0	0	0	0	9	0	1	72	0	0	3	0	1	0

2-Axle Trucks	Redlands Boulevard Southbound				Eucalyptus Avenue Westbound				Redlands Boulevard Northbound				Eucalyptus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0
04:15 PM	0	3	0	0	0	0	0	0	0	2	0	0	0	0	0	0
04:30 PM	0	2	0	0	0	0	1	0	0	2	0	0	0	0	0	0
04:45 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0
05:45 PM	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0

3-Axle Trucks	Redlands Boulevard Southbound				Eucalyptus Avenue Westbound				Redlands Boulevard Northbound				Eucalyptus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0
04:30 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

4+ Axle Trucks	Redlands Boulevard Southbound				Eucalyptus Avenue Westbound				Redlands Boulevard Northbound				Eucalyptus Avenue Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	1	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0
04:30 PM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
05:00 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0

INTERSECTION #6 AM

Start Date: 1/30/2018
Comment 1: City of Moreno Valley
Comment 2: N/S: Redlands Boulevard
Comment 3: E/W: SR-60 Eastbound Ramps
Comment 4: Weather: Clear

Cars	Redlands Boulevard Southbound				Dead End Westbound				Redlands Boulevard Northbound				SR-60 Eastbound Ramps Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	48	4	0	0	0	0	0	10	140	0	0	50	0	11	0
07:15 AM	0	63	10	0	0	0	0	0	16	105	0	0	39	0	10	0
07:30 AM	0	79	4	0	0	0	0	0	14	95	0	0	35	0	25	0
07:45 AM	0	85	7	0	0	0	0	0	17	82	0	0	49	0	17	0
08:00 AM	0	70	7	0	0	0	0	0	15	77	0	0	64	0	16	0
08:15 AM	0	46	0	0	0	0	0	0	10	83	0	0	72	0	21	0
08:30 AM	0	42	8	0	0	0	0	0	9	106	0	0	61	0	12	0
08:45 AM	0	28	4	0	0	0	0	0	10	78	0	0	72	0	16	0

2-Axle Trucks	Redlands Boulevard Southbound				Dead End Westbound				Redlands Boulevard Northbound				SR-60 Eastbound Ramps Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
07:15 AM	0	2	0	0	0	0	0	0	0	2	0	0	2	0	0	0
07:30 AM	0	0	1	0	0	0	0	0	0	3	0	0	2	0	2	0
07:45 AM	0	2	0	0	0	0	0	0	0	5	0	0	4	0	0	0
08:00 AM	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	3	0	0	2	0	1	0
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0

3-Axle Trucks	Redlands Boulevard Southbound				Dead End Westbound				Redlands Boulevard Northbound				SR-60 Eastbound Ramps Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
07:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0

4+ Axle Trucks	Redlands Boulevard Southbound				Dead End Westbound				Redlands Boulevard Northbound				SR-60 Eastbound Ramps Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	1	0	2	0
07:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	3	0	1	0
07:45 AM	0	0	1	0	0	0	0	0	0	1	0	0	2	0	0	0
08:00 AM	0	0	1	0	0	0	0	0	1	2	0	0	2	0	2	0
08:15 AM	0	0	0	0	0	0	0	0	1	2	0	0	1	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0

INTERSECTION #6 PM

Start Date: 1/30/2018
Comment 1: City of Moreno Valley
Comment 2: N/S: Redlands Boulevard
Comment 3: E/W: SR-60 Eastbound Ramps
Comment 4: Weather: Clear

Cars	Redlands Boulevard Southbound				Dead End Westbound				Redlands Boulevard Northbound				SR-60 Eastbound Ramps Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	85	8	0	0	0	0	0	10	84	0	0	95	0	26	0
04:15 PM	0	75	12	0	0	0	0	0	14	92	0	0	98	0	35	0
04:30 PM	0	93	9	0	0	0	0	0	10	79	0	0	102	0	31	0
04:45 PM	0	93	13	0	0	0	0	0	20	90	0	0	103	0	33	0
05:00 PM	0	97	9	0	0	0	0	0	14	87	0	0	110	0	33	0
05:15 PM	0	107	6	0	0	0	0	0	14	92	0	0	104	0	26	0
05:30 PM	0	103	13	0	0	0	0	0	5	104	0	0	99	0	24	0
05:45 PM	0	87	10	0	0	0	0	0	10	70	0	0	109	0	25	0

2-Axle Trucks	Redlands Boulevard Southbound				Dead End Westbound				Redlands Boulevard Northbound				SR-60 Eastbound Ramps Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	5	1	0	0	0	0	0	1	3	0	0	1	0	2	0
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	3	0	0	0
04:30 PM	0	1	0	0	0	0	0	0	0	3	0	0	1	0	2	0
04:45 PM	0	0	2	0	0	0	0	0	1	2	0	0	2	0	2	0
05:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:30 PM	0	2	1	0	0	0	0	0	0	2	0	0	1	0	0	0
05:45 PM	0	1	0	0	0	0	0	0	0	1	0	0	2	0	2	0

3-Axle Trucks	Redlands Boulevard Southbound				Dead End Westbound				Redlands Boulevard Northbound				SR-60 Eastbound Ramps Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

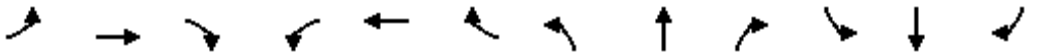
4+ Axle Trucks	Redlands Boulevard Southbound				Dead End Westbound				Redlands Boulevard Northbound				SR-60 Eastbound Ramps Eastbound			
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2	0
04:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0
04:30 PM	0	1	1	0	0	0	0	0	0	1	0	0	0	0	1	0
04:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0
05:00 PM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0
05:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

APPENDIX B

SYNCHRO OUTPUT REPORTS

HCM 6th Signalized Intersection Summary
2: Redlands Blvd & Eucalyptus Ave

Existing
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	0	2	0	0	18	23	480	0	0	321	42
Future Volume (veh/h)	24	0	2	0	0	18	23	480	0	0	321	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900	1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h	26	0	2	0	0	20	25	522	0	0	349	46
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	83	0	0	0	0	58	80	915	0	0	554	543
Arrive On Green	0.05	0.00	0.00	0.00	0.00	0.04	0.04	0.48	0.00	0.00	0.29	0.29
Sat Flow, veh/h	1810	26		0	0	1610	1810	1900	0	0	1900	1610
Grp Volume(v), veh/h	26	14.8		0	0	20	25	522	0	0	349	46
Grp Sat Flow(s),veh/h/ln	1810	B		0	0	1610	1810	1900	0	0	1900	1610
Q Serve(g_s), s	0.4			0.0	0.0	0.3	0.4	5.4	0.0	0.0	4.4	0.5
Cycle Q Clear(g_c), s	0.4			0.0	0.0	0.3	0.4	5.4	0.0	0.0	4.4	0.5
Prop In Lane	1.00			0.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	83			0	0	58	80	915	0	0	554	543
V/C Ratio(X)	0.31			0.00	0.00	0.34	0.31	0.57	0.00	0.00	0.63	0.08
Avail Cap(c_a), veh/h	461			0	0	1055	461	2282	0	0	1521	1363
HCM Platoon Ratio	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00			0.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	12.7			0.0	0.0	12.9	12.7	5.1	0.0	0.0	8.4	6.2
Incr Delay (d2), s/veh	2.1			0.0	0.0	3.5	2.2	0.6	0.0	0.0	1.2	0.1
Initial Q Delay(d3),s/veh	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2			0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.8	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.8			0.0	0.0	16.4	14.9	5.7	0.0	0.0	9.6	6.3
LnGrp LOS	B			A	A	B	B	A	A	A	A	A
Approach Vol, veh/h					20			547			395	
Approach Delay, s/veh					16.4			6.1			9.2	
Approach LOS					B			A			A	

Timer - Assigned Phs		2			5	6	7	8				
Phs Duration (G+Y+Rc), s		17.2			5.2	12.0	5.3	5.0				
Change Period (Y+Rc), s		4.0			4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s		33.0			7.0	22.0	7.0	18.0				
Max Q Clear Time (g_c+I1), s		7.4			2.4	6.4	2.4	2.3				
Green Ext Time (p_c), s		2.9			0.0	1.6	0.0	0.0				

Intersection Summary		
HCM 6th Ctrl Delay	7.8	
HCM 6th LOS	A	

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑	↱	↰	
Traffic Vol, veh/h	0	0	12	21	6	6
Future Vol, veh/h	0	0	12	21	6	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	2	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	17	29	8	8

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	17	17
Stage 1	-	-	17	-
Stage 2	-	-	0	-
Critical Hdwy	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1006	1068
Stage 1	-	-	1011	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	1006	1068
Mov Cap-2 Maneuver	-	-	1006	-
Stage 1	-	-	1011	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	8.5
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	1036
HCM Lane V/C Ratio	-	-	0.016
HCM Control Delay (s)	-	-	8.5
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	4	19	73	103	63
Future Vol, veh/h	10	4	19	73	103	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	250	0	100	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	14	6	26	101	143	88

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	296	143	231	0	-	0
Stage 1	143	-	-	-	-	-
Stage 2	153	-	-	-	-	-
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	699	910	1349	-	-	-
Stage 1	889	-	-	-	-	-
Stage 2	880	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	686	910	1349	-	-	-
Mov Cap-2 Maneuver	686	-	-	-	-	-
Stage 1	872	-	-	-	-	-
Stage 2	880	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10	1.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1349	-	686	910	-	-
HCM Lane V/C Ratio	0.02	-	0.02	0.006	-	-
HCM Control Delay (s)	7.7	-	10.4	9	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	0	-	-

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	58	61	64	19	105	5
Future Vol, veh/h	58	61	64	19	105	5
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	250	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	69	73	76	23	125	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	303	128	131	0	-	0
Stage 1	128	-	-	-	-	-
Stage 2	175	-	-	-	-	-
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	693	927	1467	-	-	-
Stage 1	903	-	-	-	-	-
Stage 2	860	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	657	927	1467	-	-	-
Mov Cap-2 Maneuver	657	-	-	-	-	-
Stage 1	856	-	-	-	-	-
Stage 2	860	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.1	5.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1467	-	657	927	-	-
HCM Lane V/C Ratio	0.052	-	0.105	0.078	-	-
HCM Control Delay (s)	7.6	-	11.1	9.2	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.4	0.3	-	-

Intersection	
Int Delay, s/veh	5.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	84	27	67	10	42	26
Future Vol, veh/h	84	27	67	10	42	26
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	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	95	31	76	11	48	30

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	208	82	0	0	87	0
Stage 1	82	-	-	-	-	-
Stage 2	126	-	-	-	-	-
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	785	983	-	-	1522	-
Stage 1	946	-	-	-	-	-
Stage 2	905	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	760	983	-	-	1522	-
Mov Cap-2 Maneuver	760	-	-	-	-	-
Stage 1	916	-	-	-	-	-
Stage 2	905	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	4.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	804	1522	-
HCM Lane V/C Ratio	-	-	0.157	0.031	-
HCM Control Delay (s)	-	-	10.3	7.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-

HCM 6th Signalized Intersection Summary
2: Redlands Blvd & Eucalyptus Avenue

Existing
PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	0	8	0	0	54	0	374	0	0	525	16
Future Volume (veh/h)	23	0	8	0	0	54	0	374	0	0	525	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900	1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h	24	0	8	0	0	56	0	386	0	0	541	16
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	78	0	0	0	0	144	7	775	0	0	775	726
Arrive On Green	0.04	0.00	0.00	0.00	0.00	0.09	0.00	0.41	0.00	0.00	0.41	0.41
Sat Flow, veh/h	1810	24		0	0	1610	1810	1900	0	0	1900	1610
Grp Volume(v), veh/h	24	14.4		0	0	56	0	386	0	0	541	16
Grp Sat Flow(s),veh/h/ln	1810	B		0	0	1610	1810	1900	0	0	1900	1610
Q Serve(g_s), s	0.3			0.0	0.0	0.9	0.0	3.9	0.0	0.0	6.2	0.1
Cycle Q Clear(g_c), s	0.3			0.0	0.0	0.9	0.0	3.9	0.0	0.0	6.2	0.1
Prop In Lane	1.00			0.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	78			0	0	144	7	775	0	0	775	726
V/C Ratio(X)	0.31			0.00	0.00	0.39	0.00	0.50	0.00	0.00	0.70	0.02
Avail Cap(c_a), veh/h	485			0	0	1110	485	2401	0	0	1601	1426
HCM Platoon Ratio	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00			0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	12.1			0.0	0.0	11.2	0.0	5.7	0.0	0.0	6.4	4.0
Incr Delay (d2), s/veh	2.2			0.0	0.0	1.7	0.0	0.5	0.0	0.0	1.1	0.0
Initial Q Delay(d3),s/veh	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1			0.0	0.0	0.3	0.0	0.2	0.0	0.0	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.4			0.0	0.0	12.9	0.0	6.2	0.0	0.0	7.5	4.0
LnGrp LOS	B			A	A	B	A	A	A	A	A	A
Approach Vol, veh/h					56			386			557	
Approach Delay, s/veh					12.9			6.2			7.4	
Approach LOS					B			A			A	

Timer - Assigned Phs	2		5	6	7	8
Phs Duration (G+Y+Rc), s	14.7		0.0	14.7	5.1	6.3
Change Period (Y+Rc), s	4.0		4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	33.0		7.0	22.0	7.0	18.0
Max Q Clear Time (g_c+I1), s	5.9		0.0	8.2	2.3	2.9
Green Ext Time (p_c), s	2.0		0.0	2.5	0.0	0.2

Intersection Summary		
HCM 6th Ctrl Delay		7.4
HCM 6th LOS		A

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑	↱	⅄	
Traffic Vol, veh/h	0	0	33	38	5	21
Future Vol, veh/h	0	0	33	38	5	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	2	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	44	51	7	28

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	44	44
Stage 1	-	-	44	-
Stage 2	-	-	0	-
Critical Hdwy	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	972	1032
Stage 1	-	-	984	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	972	1032
Mov Cap-2 Maneuver	-	-	972	-
Stage 1	-	-	984	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	8.7
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	1020
HCM Lane V/C Ratio	-	-	0.034
HCM Control Delay (s)	-	-	8.7
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	44	18	11	27	32	64
Future Vol, veh/h	44	18	11	27	32	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	250	0	100	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	59	24	15	36	43	85

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	109	43	128	0	-	0
Stage 1	43	-	-	-	-	-
Stage 2	66	-	-	-	-	-
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	893	1033	1470	-	-	-
Stage 1	985	-	-	-	-	-
Stage 2	962	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	884	1033	1470	-	-	-
Mov Cap-2 Maneuver	884	-	-	-	-	-
Stage 1	975	-	-	-	-	-
Stage 2	962	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	2.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1470	-	884	1033	-	-
HCM Lane V/C Ratio	0.01	-	0.066	0.023	-	-
HCM Control Delay (s)	7.5	-	9.4	8.6	-	-
HCM Lane LOS	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	54	31	40	42	18
Future Vol, veh/h	18	54	31	40	42	18
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	250	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	21	62	36	46	48	21

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	177	59	69	0	-	0
Stage 1	59	-	-	-	-	-
Stage 2	118	-	-	-	-	-
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	817	1012	1545	-	-	-
Stage 1	969	-	-	-	-	-
Stage 2	912	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	798	1012	1545	-	-	-
Mov Cap-2 Maneuver	798	-	-	-	-	-
Stage 1	947	-	-	-	-	-
Stage 2	912	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	3.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1545	-	798	1012	-	-
HCM Lane V/C Ratio	0.023	-	0.026	0.061	-	-
HCM Control Delay (s)	7.4	-	9.6	8.8	-	-
HCM Lane LOS	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	0.2	-	-

Intersection	
Int Delay, s/veh	3.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	24	12	25	33	20	35
Future Vol, veh/h	24	12	25	33	20	35
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	68	68	68	68	68	68
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	35	18	37	49	29	51

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	171	62	0	0	86	0
Stage 1	62	-	-	-	-	-
Stage 2	109	-	-	-	-	-
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	824	1009	-	-	1523	-
Stage 1	966	-	-	-	-	-
Stage 2	921	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	808	1009	-	-	1523	-
Mov Cap-2 Maneuver	808	-	-	-	-	-
Stage 1	947	-	-	-	-	-
Stage 2	921	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.4	0	2.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	865	1523	-
HCM Lane V/C Ratio	-	-	0.061	0.019	-
HCM Control Delay (s)	-	-	9.4	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

Intersection	
Intersection Delay, s/veh	5.8
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	2	1	1	1
Conflicting Circle Lanes	1	1	1	2
Adj Approach Flow, veh/h	15	20	548	399
Demand Flow Rate, veh/h	20	20	548	402
Vehicles Circulating, veh/h	365	558	36	25
Vehicles Exiting, veh/h	23	26	349	535
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.9	4.7	6.6	4.7
Approach LOS	A	A	A	A

Lane	Left	Right	Left	Bypass	Left	Left	Bypass
Designated Moves	LT	R	LT	R	LTR	LT	R
Assumed Moves	LT	R	LT	R	LTR	LT	R
RT Channelized				Yield			Yield
Lane Util	0.900	0.100	1.000		1.000	1.000	
Follow-Up Headway, s	2.535	2.535	2.609		2.609	2.535	
Critical Headway, s	4.544	4.544	4.976	18	4.976	4.328	39
Entry Flow, veh/h	18	2	2	800	548	363	1348
Cap Entry Lane, veh/h	1019	1019	781	1.000	1330	1390	0.917
Entry HV Adj Factor	0.722	1.000	1.000	18	1.000	1.000	36
Flow Entry, veh/h	13	2	2	800	548	363	1237
Cap Entry, veh/h	736	1019	781	0.023	1330	1390	0.029
V/C Ratio	0.018	0.002	0.003	4.7	0.412	0.261	3.1
Control Delay, s/veh	5.1	3.6	4.6	A	6.6	4.8	A
LOS	A	A	A	0	A	A	0
95th %tile Queue, veh	0	0	0		2	1	

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	26	0	12	1	0	9
Future Vol, veh/h	26	0	12	1	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	120	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	36	0	17	1	0	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	18	0	-	0	90	9
Stage 1	-	-	-	-	18	-
Stage 2	-	-	-	-	72	-
Critical Hdwy	4.1	-	-	-	6.6	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1612	-	-	-	911	1077
Stage 1	-	-	-	-	1008	-
Stage 2	-	-	-	-	956	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1612	-	-	-	891	1077
Mov Cap-2 Maneuver	-	-	-	-	891	-
Stage 1	-	-	-	-	986	-
Stage 2	-	-	-	-	956	-

Approach	EB	WB	SB
HCM Control Delay, s	7.3	0	8.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1612	-	-	-	1077
HCM Lane V/C Ratio	0.022	-	-	-	0.012
HCM Control Delay (s)	7.3	-	-	-	8.4
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0

Intersection	
Intersection Delay, s/veh	4.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	60	0	15
Demand Flow Rate, veh/h	0	93	0	27
Vehicles Circulating, veh/h	27	0	27	17
Vehicles Exiting, veh/h	17	27	0	76
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	0.0	4.7	0.0	5.0
Approach LOS	-	A	-	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	0	93	0	27
Cap Entry Lane, veh/h	1342	1380	1342	1356
Entry HV Adj Factor	1.000	0.645	1.000	0.556
Flow Entry, veh/h	0	60	0	15
Cap Entry, veh/h	1342	890	1342	753
V/C Ratio	0.000	0.067	0.000	0.020
Control Delay, s/veh	2.7	4.7	2.7	5.0
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	35	4	20	73	103	128
Future Vol, veh/h	35	4	20	73	103	128
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	250	0	100	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	49	6	28	101	143	178

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	300	143	321	0	-	0
Stage 1	143	-	-	-	-	-
Stage 2	157	-	-	-	-	-
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	696	910	1250	-	-	-
Stage 1	889	-	-	-	-	-
Stage 2	876	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	681	910	1250	-	-	-
Mov Cap-2 Maneuver	681	-	-	-	-	-
Stage 1	869	-	-	-	-	-
Stage 2	876	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.5	1.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1250	-	681	910	-	-
HCM Lane V/C Ratio	0.022	-	0.071	0.006	-	-
HCM Control Delay (s)	7.9	-	10.7	9	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	0	-	-

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	58	115	67	41	116	5
Future Vol, veh/h	58	115	67	41	116	5
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	250	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	69	137	80	49	138	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	350	141	144	0	-	0
Stage 1	141	-	-	-	-	-
Stage 2	209	-	-	-	-	-
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	651	912	1451	-	-	-
Stage 1	891	-	-	-	-	-
Stage 2	831	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	615	912	1451	-	-	-
Mov Cap-2 Maneuver	615	-	-	-	-	-
Stage 1	842	-	-	-	-	-
Stage 2	831	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.3	4.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1451	-	615	912	-	-
HCM Lane V/C Ratio	0.055	-	0.112	0.15	-	-
HCM Control Delay (s)	7.6	-	11.6	9.6	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.4	0.5	-	-

Intersection	
Int Delay, s/veh	5.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	95	27	67	32	42	26
Future Vol, veh/h	95	27	67	32	42	26
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	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	108	31	76	36	48	30

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	220	94	0	0	112	0
Stage 1	94	-	-	-	-	-
Stage 2	126	-	-	-	-	-
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	773	968	-	-	1490	-
Stage 1	935	-	-	-	-	-
Stage 2	905	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	747	968	-	-	1490	-
Mov Cap-2 Maneuver	747	-	-	-	-	-
Stage 1	904	-	-	-	-	-
Stage 2	905	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.6	0	4.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	787	1490	-
HCM Lane V/C Ratio	-	-	0.176	0.032	-
HCM Control Delay (s)	-	-	10.6	7.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-

Intersection	
Intersection Delay, s/veh	5.6
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	2	1	1	1
Conflicting Circle Lanes	1	1	1	2
Adj Approach Flow, veh/h	30	61	385	552
Demand Flow Rate, veh/h	31	61	385	556
Vehicles Circulating, veh/h	552	405	32	8
Vehicles Exiting, veh/h	0	12	551	405
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.5	4.4	5.2	6.0
Approach LOS	A	A	A	A

Lane	Left	Right	Left	Bypass	Left	Left	Bypass
Designated Moves	LT	R	LT	R	LTR	LT	R
Assumed Moves	LT	R	LT	R	LTR	LT	R
RT Channelized				Yield			Yield
Lane Util	0.742	0.258	1.000		1.000	1.000	
Follow-Up Headway, s	2.535	2.535	2.609		2.609	2.535	
Critical Headway, s	4.544	4.544	4.976	53	4.976	4.328	12
Entry Flow, veh/h	23	8	8	913	385	544	1380
Cap Entry Lane, veh/h	859	859	913	1.000	1336	1410	0.667
Entry HV Adj Factor	0.957	1.000	1.000	53	1.000	1.000	8
Flow Entry, veh/h	22	8	8	913	385	544	920
Cap Entry, veh/h	822	859	913	0.058	1336	1410	0.009
V/C Ratio	0.027	0.009	0.009	4.5	0.288	0.386	4.0
Control Delay, s/veh	4.6	4.3	4.0	A	5.2	6.1	A
LOS	A	A	A	0	A	A	0
95th %tile Queue, veh	0	0	0		1	2	

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	0	33	0	1	30
Future Vol, veh/h	13	0	33	0	1	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	120	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	17	0	44	0	1	40

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	44	0	-	0	78	44
Stage 1	-	-	-	-	44	-
Stage 2	-	-	-	-	34	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1577	-	-	-	930	1032
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	994	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1577	-	-	-	920	1032
Mov Cap-2 Maneuver	-	-	-	-	920	-
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	994	-

Approach	EB	WB	SB
HCM Control Delay, s	7.3	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1577	-	-	-	1028
HCM Lane V/C Ratio	0.011	-	-	-	0.04
HCM Control Delay (s)	7.3	-	-	-	8.6
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Intersection Delay, s/veh	4.6
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	1	73	0	51
Demand Flow Rate, veh/h	1	100	0	86
Vehicles Circulating, veh/h	86	0	87	41
Vehicles Exiting, veh/h	41	87	0	59
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	2.9	4.2	0.0	5.2
Approach LOS	A	A	-	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	1	100	0	86
Cap Entry Lane, veh/h	1264	1380	1263	1323
Entry HV Adj Factor	1.000	0.730	1.000	0.593
Flow Entry, veh/h	1	73	0	51
Cap Entry, veh/h	1264	1007	1263	785
V/C Ratio	0.001	0.072	0.000	0.065
Control Delay, s/veh	2.9	4.2	2.9	5.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	141	19	11	27	32	94
Future Vol, veh/h	141	19	11	27	32	94
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	250	0	100	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	188	25	15	36	43	125

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	109	43	168	0	-	0
Stage 1	43	-	-	-	-	-
Stage 2	66	-	-	-	-	-
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	893	1033	1422	-	-	-
Stage 1	985	-	-	-	-	-
Stage 2	962	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	883	1033	1422	-	-	-
Mov Cap-2 Maneuver	883	-	-	-	-	-
Stage 1	974	-	-	-	-	-
Stage 2	962	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10	2.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1422	-	883	1033	-	-
HCM Lane V/C Ratio	0.01	-	0.213	0.025	-	-
HCM Control Delay (s)	7.6	-	10.2	8.6	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.8	0.1	-	-

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	76	47	121	50	18
Future Vol, veh/h	18	76	47	121	50	18
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	250	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	21	87	54	139	57	21

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	315	68	78	0	-	0
Stage 1	68	-	-	-	-	-
Stage 2	247	-	-	-	-	-
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	682	1001	1533	-	-	-
Stage 1	960	-	-	-	-	-
Stage 2	799	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	658	1001	1533	-	-	-
Mov Cap-2 Maneuver	658	-	-	-	-	-
Stage 1	926	-	-	-	-	-
Stage 2	799	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	2.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1533	-	658	1001	-	-
HCM Lane V/C Ratio	0.035	-	0.031	0.087	-	-
HCM Control Delay (s)	7.4	-	10.6	8.9	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	0.3	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	32	12	25	114	20	35
Future Vol, veh/h	32	12	25	114	20	35
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	68	68	68	68	68	68
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	47	18	37	168	29	51

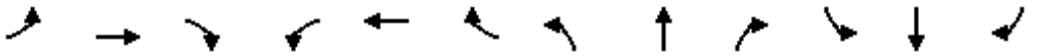
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	230	121	0	0	205	0
Stage 1	121	-	-	-	-	-
Stage 2	109	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	763	936	-	-	1378	-
Stage 1	909	-	-	-	-	-
Stage 2	921	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	746	936	-	-	1378	-
Mov Cap-2 Maneuver	746	-	-	-	-	-
Stage 1	889	-	-	-	-	-
Stage 2	921	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	2.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	790	1378	-
HCM Lane V/C Ratio	-	-	0.082	0.021	-
HCM Control Delay (s)	-	-	10	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-

HCM 6th Signalized Intersection Summary
2: Redlands Blvd & Eucalyptus Avenue

Horizon Year No Project
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	50	110	80	60	140	90	370	60	310	680	520
Future Volume (veh/h)	180	50	110	80	60	140	90	370	60	310	680	520
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	196	54	120	87	65	152	98	402	65	337	739	565
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	416	271	242	167	448	420	176	1216	542	480	1357	796
Arrive On Green	0.12	0.15	0.15	0.09	0.12	0.12	0.10	0.34	0.34	0.14	0.38	0.38
Sat Flow, veh/h	3510	1805	1610	1810	3610	1610	1810	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	196	54	120	87	65	152	98	402	65	337	739	565
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1810	1805	1610	1810	1805	1610	1755	1805	1610
Q Serve(g_s), s	2.9	1.5	3.9	2.6	0.9	4.3	2.9	4.7	1.6	5.2	9.1	15.4
Cycle Q Clear(g_c), s	2.9	1.5	3.9	2.6	0.9	4.3	2.9	4.7	1.6	5.2	9.1	15.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	416	271	242	167	448	420	176	1216	542	480	1357	796
V/C Ratio(X)	0.47	0.20	0.50	0.52	0.14	0.36	0.56	0.33	0.12	0.70	0.54	0.71
Avail Cap(c_a), veh/h	1059	833	743	289	1153	734	289	1666	743	810	1922	1048
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.2	21.0	22.0	24.4	22.0	17.0	24.3	13.9	12.9	23.2	13.8	11.1
Incr Delay (d2), s/veh	0.8	0.4	1.6	2.5	0.1	0.5	2.7	0.2	0.1	1.9	0.3	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.6	1.5	1.2	0.4	1.5	1.2	1.5	0.5	1.9	2.7	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.0	21.3	23.5	26.9	22.1	17.5	27.0	14.1	13.0	25.1	14.1	12.6
LnGrp LOS	C	C	C	C	C	B	C	B	B	C	B	B
Approach Vol, veh/h		370			304			565			1641	
Approach Delay, s/veh		23.5			21.2			16.2			15.9	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	23.0	9.2	12.5	9.5	25.2	10.7	11.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	13.0	26.0	9.0	26.0	9.0	30.0	17.0	18.0
Max Q Clear Time (g_c+I1), s	7.2	6.7	4.6	5.9	4.9	17.4	4.9	6.3
Green Ext Time (p_c), s	0.6	1.3	0.1	0.4	0.1	3.8	0.5	0.5

Intersection Summary	
HCM 6th Ctrl Delay	17.5
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	420	280	21	12	0
Future Vol, veh/h	0	420	280	21	12	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	583	389	29	17	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	418	0	-	0	696	209
Stage 1	-	-	-	-	404	-
Stage 2	-	-	-	-	292	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1152	-	-	-	380	803
Stage 1	-	-	-	-	649	-
Stage 2	-	-	-	-	738	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1152	-	-	-	380	803
Mov Cap-2 Maneuver	-	-	-	-	380	-
Stage 1	-	-	-	-	649	-
Stage 2	-	-	-	-	738	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	14.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1152	-	-	-	380
HCM Lane V/C Ratio	-	-	-	-	0.044
HCM Control Delay (s)	0	-	-	-	14.9
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 6th Signalized Intersection Summary
5: WLC Pkwy & Eucalyptus Avenue

Horizon Year No Project
AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	0	140	190	10	80	160	1570	50	10	1280	40
Future Volume (veh/h)	50	0	140	190	10	80	160	1570	50	10	1280	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	69	0	194	264	14	111	222	2181	69	14	1778	56
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	127	0	269	297	33	258	235	2956	917	41	2398	744
Arrive On Green	0.07	0.00	0.08	0.16	0.18	0.18	0.13	0.57	0.57	0.03	0.61	0.61
Sat Flow, veh/h	1810	0	3220	1810	183	1455	1810	5187	1610	1810	5187	1610
Grp Volume(v), veh/h	69	0	194	264	0	125	222	2181	69	14	1778	56
Grp Sat Flow(s),veh/h/ln	1810	0	1610	1810	0	1638	1810	1729	1610	1810	1729	1610
Q Serve(g_s), s	3.7	0.0	5.9	14.3	0.0	6.8	12.2	31.2	1.9	0.8	24.3	1.4
Cycle Q Clear(g_c), s	3.7	0.0	5.9	14.3	0.0	6.8	12.2	31.2	1.9	0.8	24.3	1.4
Prop In Lane	1.00		1.00	1.00		0.89	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	127	0	269	297	0	291	235	2956	917	41	2398	744
V/C Ratio(X)	0.54	0.00	0.72	0.89	0.00	0.43	0.94	0.74	0.08	0.34	0.74	0.08
Avail Cap(c_a), veh/h	326	0	580	326	0	295	235	2956	917	127	2398	744
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.73	0.73	0.73
Uniform Delay (d), s/veh	45.0	0.0	44.7	40.9	0.0	36.6	43.1	16.0	9.7	47.8	15.0	10.6
Incr Delay (d2), s/veh	3.6	0.0	3.6	23.3	0.0	1.0	43.2	1.7	0.2	3.6	1.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	0.1	8.2	0.0	2.8	7.9	10.4	0.7	0.4	6.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.6	0.0	48.3	64.2	0.0	37.6	86.4	17.7	9.8	51.4	16.6	10.8
LnGrp LOS	D	A	D	E	A	D	F	B	A	D	B	B
Approach Vol, veh/h		263			389			2472			1848	
Approach Delay, s/veh		48.4			55.6			23.6			16.7	
Approach LOS		D			E			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.3	61.0	20.4	12.4	17.0	50.2	11.0	21.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	41.0	18.0	18.0	13.0	35.0	18.0	18.0
Max Q Clear Time (g_c+I1), s	2.8	33.2	16.3	7.9	14.2	26.3	5.7	8.8
Green Ext Time (p_c), s	0.0	6.6	0.1	0.5	0.0	6.4	0.1	0.4

Intersection Summary	
HCM 6th Ctrl Delay	24.8
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
6: WLC Pkwy & SR-60 EB Ramps

Horizon Year No Project
AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	270	0	870	0	0	0	0	1360	340	0	460	120
Future Volume (veh/h)	270	0	870	0	0	0	0	1360	340	0	460	120
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900				0	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	321	0	1036				0	1619	405	0	548	143
Peak Hour Factor	0.84	0.84	0.84				0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	748	0	1171				0	3312	816	0	1829	816
Arrive On Green	0.41	0.00	0.41				0.00	0.34	0.34	0.00	0.17	0.17
Sat Flow, veh/h	1810	0	2834				0	6802	1610	0	3705	1610
Grp Volume(v), veh/h	321	0	1036				0	1619	405	0	548	143
Grp Sat Flow(s),veh/h/ln	1810	0	1417				0	1634	1610	0	1805	1610
Q Serve(g_s), s	12.7	0.0	33.8				0.0	19.6	20.0	0.0	13.3	7.6
Cycle Q Clear(g_c), s	12.7	0.0	33.8				0.0	19.6	20.0	0.0	13.3	7.6
Prop In Lane	1.00		1.00				0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	748	0	1171				0	3312	816	0	1829	816
V/C Ratio(X)	0.43	0.00	0.88				0.00	0.49	0.50	0.00	0.30	0.18
Avail Cap(c_a), veh/h	941	0	1474				0	3312	816	0	1829	816
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.67	0.67	1.00	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.68	0.68	0.00	0.92	0.92
Uniform Delay (d), s/veh	20.9	0.0	27.1				0.0	22.8	22.9	0.0	26.1	23.7
Incr Delay (d2), s/veh	0.4	0.0	5.7				0.0	0.4	1.5	0.0	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	0.0	11.9				0.0	7.7	8.0	0.0	6.1	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.3	0.0	32.8				0.0	23.1	24.4	0.0	26.5	24.1
LnGrp LOS	C	A	C				A	C	C	A	C	C
Approach Vol, veh/h		1357						2024			691	
Approach Delay, s/veh		30.1						23.4			26.0	
Approach LOS		C						C			C	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	54.7	45.3	54.7
Change Period (Y+Rc), s	4.0	4.0	4.0
Max Green Setting (Gmax), s	40.0	52.0	40.0
Max Q Clear Time (g_c+I1), s	22.0	35.8	15.3
Green Ext Time (p_c), s	11.2	5.5	3.6

Intersection Summary	
HCM 6th Ctrl Delay	26.1
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
7: WLC Pkwy/Theodore St & SR-60 WB Ramps

Horizon Year No Project
AM Peak Hour

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	60	500	1060	570	80	570
Future Volume (veh/h)	60	500	1060	570	80	570
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	68	568	1205	648	91	648
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	145	1111	2141	3032	361	435
Arrive On Green	0.08	0.08	1.00	1.00	0.19	0.19
Sat Flow, veh/h	1810	1610	3510	3705	1900	1610
Grp Volume(v), veh/h	68	568	1205	648	91	648
Grp Sat Flow(s),veh/h/ln	1810	1610	1755	1805	1900	1610
Q Serve(g_s), s	3.6	0.0	0.0	0.0	4.1	19.0
Cycle Q Clear(g_c), s	3.6	0.0	0.0	0.0	4.1	19.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	145	1111	2141	3032	361	435
V/C Ratio(X)	0.47	0.51	0.56	0.21	0.25	1.49
Avail Cap(c_a), veh/h	525	1449	2141	3032	361	435
HCM Platoon Ratio	1.00	1.00	1.67	1.67	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.89	0.89	0.09	0.09
Uniform Delay (d), s/veh	44.0	7.4	0.0	0.0	34.5	33.6
Incr Delay (d2), s/veh	2.3	0.4	0.3	0.1	0.2	221.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	15.9	0.1	0.1	1.8	37.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	46.3	7.8	0.3	0.1	34.6	254.9
LnGrp LOS	D	A	A	A	C	F
Approach Vol, veh/h	636			1853	739	
Approach Delay, s/veh	11.9			0.2	227.8	
Approach LOS	B			A	F	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	88.0	12.0	65.0	23.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	63.0	29.0	40.0	19.0
Max Q Clear Time (g_c+I1), s	2.0	5.6	2.0	21.0
Green Ext Time (p_c), s	4.2	2.4	5.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	54.6
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
2: Redlands Blvd & Eucalyptus Avenue

Horizon Year No Project
PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	660	120	200	60	50	240	130	600	90	210	530	320
Future Volume (veh/h)	660	120	200	60	50	240	130	600	90	210	530	320
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	680	124	206	62	52	247	134	619	93	216	546	330
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	848	616	549	131	621	446	177	854	381	369	880	782
Arrive On Green	0.24	0.34	0.34	0.07	0.17	0.17	0.10	0.24	0.24	0.10	0.24	0.24
Sat Flow, veh/h	3510	1805	1610	1810	3610	1610	1810	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	680	124	206	62	52	247	134	619	93	216	546	330
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1810	1805	1610	1810	1805	1610	1755	1805	1610
Q Serve(g_s), s	11.9	3.2	6.3	2.2	0.8	8.6	4.7	10.3	3.1	3.8	8.8	8.7
Cycle Q Clear(g_c), s	11.9	3.2	6.3	2.2	0.8	8.6	4.7	10.3	3.1	3.8	8.8	8.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	848	616	549	131	621	446	177	854	381	369	880	782
V/C Ratio(X)	0.80	0.20	0.37	0.47	0.08	0.55	0.76	0.72	0.24	0.59	0.62	0.42
Avail Cap(c_a), veh/h	1235	911	813	221	994	612	305	1381	616	430	1215	931
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.3	15.2	16.3	29.1	22.7	20.2	28.7	23.0	20.2	27.9	22.0	10.9
Incr Delay (d2), s/veh	2.5	0.2	0.4	2.6	0.1	1.1	6.5	1.2	0.3	1.5	0.7	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	1.2	2.2	1.0	0.3	3.1	2.1	3.8	1.1	1.5	3.2	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.8	15.4	16.7	31.8	22.8	21.3	35.2	24.2	20.5	29.4	22.7	11.2
LnGrp LOS	C	B	B	C	C	C	D	C	C	C	C	B
Approach Vol, veh/h		1010			361			846			1092	
Approach Delay, s/veh		22.6			23.3			25.5			20.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	19.5	8.7	26.3	10.4	19.9	19.8	15.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	25.0	8.0	33.0	11.0	22.0	23.0	18.0
Max Q Clear Time (g_c+I1), s	5.8	12.3	4.2	8.3	6.7	10.8	13.9	10.6
Green Ext Time (p_c), s	0.1	3.1	0.0	2.1	0.1	3.3	1.9	0.7

Intersection Summary	
HCM 6th Ctrl Delay	22.8
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	420	350	38	26	0
Future Vol, veh/h	0	420	350	38	26	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	560	467	51	35	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	518	0	-	0	773	259
Stage 1	-	-	-	-	493	-
Stage 2	-	-	-	-	280	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1058	-	-	-	340	746
Stage 1	-	-	-	-	585	-
Stage 2	-	-	-	-	748	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1058	-	-	-	340	746
Mov Cap-2 Maneuver	-	-	-	-	340	-
Stage 1	-	-	-	-	585	-
Stage 2	-	-	-	-	748	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	16.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1058	-	-	-	340
HCM Lane V/C Ratio	-	-	-	-	0.102
HCM Control Delay (s)	0	-	-	-	16.8
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.3

HCM 6th Signalized Intersection Summary
5: WLC Pkwy & Eucalyptus Avenue

Horizon Year No Project
PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	20	250	70	10	60	170	1370	140	110	1280	130
Future Volume (veh/h)	210	20	250	70	10	60	170	1370	140	110	1280	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	280	0	351	93	13	80	227	1827	187	147	1707	173
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	307	0	575	116	17	103	253	2795	868	172	2563	796
Arrive On Green	0.17	0.00	0.18	0.06	0.07	0.07	0.14	0.54	0.54	0.10	0.49	0.49
Sat Flow, veh/h	1810	0	3220	1810	230	1415	1810	5187	1610	1810	5187	1610
Grp Volume(v), veh/h	280	0	351	93	0	93	227	1827	187	147	1707	173
Grp Sat Flow(s),veh/h/ln	1810	0	1610	1810	0	1645	1810	1729	1610	1810	1729	1610
Q Serve(g_s), s	19.8	0.0	13.1	6.6	0.0	7.2	16.0	32.6	7.9	10.4	32.3	7.9
Cycle Q Clear(g_c), s	19.8	0.0	13.1	6.6	0.0	7.2	16.0	32.6	7.9	10.4	32.3	7.9
Prop In Lane	1.00		1.00	1.00		0.86	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	307	0	575	116	0	120	253	2795	868	172	2563	796
V/C Ratio(X)	0.91	0.00	0.61	0.80	0.00	0.78	0.90	0.65	0.22	0.85	0.67	0.22
Avail Cap(c_a), veh/h	362	0	768	181	0	228	292	2795	868	195	2563	796
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.63	0.63	0.63
Uniform Delay (d), s/veh	53.0	0.0	49.2	60.0	0.0	59.2	55.0	21.3	15.6	57.9	24.8	18.6
Incr Delay (d2), s/veh	24.1	0.0	1.1	12.8	0.0	10.2	25.7	1.2	0.6	18.3	0.9	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.0	0.0	5.4	3.4	0.0	3.4	8.8	12.2	3.0	5.5	12.3	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.1	0.0	50.3	72.8	0.0	69.4	80.6	22.5	16.2	76.2	25.7	19.0
LnGrp LOS	E	A	D	E	A	E	F	C	B	E	C	B
Approach Vol, veh/h		631			186			2241			2027	
Approach Delay, s/veh		62.2			71.1			27.9			28.8	
Approach LOS		E			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.4	74.1	12.4	27.2	22.2	68.2	26.1	13.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.0	56.0	13.0	31.0	21.0	49.0	26.0	18.0
Max Q Clear Time (g_c+I1), s	12.4	34.6	8.6	15.1	18.0	34.3	21.8	9.2
Green Ext Time (p_c), s	0.1	13.2	0.1	1.2	0.2	9.6	0.3	0.2

Intersection Summary	
HCM 6th Ctrl Delay	34.1
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
6: WLC Pkwy & SR-60 EB Ramps

Horizon Year No Project
PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	0	1160	0	0	0	0	1390	250	0	360	250
Future Volume (veh/h)	160	0	1160	0	0	0	0	1390	250	0	360	250
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900				0	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	184	0	1333				0	1598	287	0	414	287
Peak Hour Factor	0.87	0.87	0.87				0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	933	0	1461				0	2362	582	0	1305	582
Arrive On Green	0.52	0.00	0.52				0.00	0.72	0.72	0.00	0.24	0.24
Sat Flow, veh/h	1810	0	2834				0	6802	1610	0	3705	1610
Grp Volume(v), veh/h	184	0	1333				0	1598	287	0	414	287
Grp Sat Flow(s),veh/h/ln	1810	0	1417				0	1634	1610	0	1805	1610
Q Serve(g_s), s	3.6	0.0	28.0				0.0	8.6	5.0	0.0	6.1	10.0
Cycle Q Clear(g_c), s	3.6	0.0	28.0				0.0	8.6	5.0	0.0	6.1	10.0
Prop In Lane	1.00		1.00				0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	933	0	1461				0	2362	582	0	1305	582
V/C Ratio(X)	0.20	0.00	0.91				0.00	0.68	0.49	0.00	0.32	0.49
Avail Cap(c_a), veh/h	1002	0	1570				0	2362	582	0	1305	582
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	1.00	0.67	0.67
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.63	0.63	0.00	0.73	0.73
Uniform Delay (d), s/veh	8.5	0.0	14.4				0.0	6.9	6.4	0.0	18.0	19.5
Incr Delay (d2), s/veh	0.1	0.0	8.1				0.0	1.0	1.9	0.0	0.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	9.0				0.0	1.6	1.3	0.0	2.2	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.6	0.0	22.5				0.0	7.9	8.3	0.0	18.1	20.0
LnGrp LOS	A	A	C				A	A	A	A	B	B
Approach Vol, veh/h		1517						1885			701	
Approach Delay, s/veh		20.8						8.0			18.9	
Approach LOS		C						A			B	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	27.5	37.5	27.5
Change Period (Y+Rc), s	4.0	4.0	4.0
Max Green Setting (Gmax), s	21.0	36.0	21.0
Max Q Clear Time (g_c+I1), s	10.6	30.0	12.0
Green Ext Time (p_c), s	7.2	3.5	2.3

Intersection Summary	
HCM 6th Ctrl Delay	14.6
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
7: WLC Pkwy/Theodore St & SR-60 WB Ramps

Horizon Year No Project
PM Peak Hour

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	160	300	1050	500	310	300
Future Volume (veh/h)	160	300	1050	500	310	300
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	235	441	1544	735	456	441
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	264	1042	1760	2860	495	654
Arrive On Green	0.15	0.15	0.84	1.00	0.26	0.26
Sat Flow, veh/h	1810	1610	3510	3705	1900	1610
Grp Volume(v), veh/h	235	441	1544	735	456	441
Grp Sat Flow(s),veh/h/ln	1810	1610	1755	1805	1900	1610
Q Serve(g_s), s	16.6	0.0	35.1	0.0	30.4	29.1
Cycle Q Clear(g_c), s	16.6	0.0	35.1	0.0	30.4	29.1
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	264	1042	1760	2860	495	654
V/C Ratio(X)	0.89	0.42	0.88	0.26	0.92	0.67
Avail Cap(c_a), veh/h	278	1055	1760	2860	526	681
HCM Platoon Ratio	1.00	1.00	1.67	1.67	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.78	0.78	0.09	0.09
Uniform Delay (d), s/veh	54.5	11.1	8.1	0.0	46.8	31.5
Incr Delay (d2), s/veh	26.7	0.3	4.3	0.2	3.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.5	16.0	5.2	0.1	14.1	13.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	81.2	11.4	12.4	0.2	50.3	32.0
LnGrp LOS	F	B	B	A	D	C
Approach Vol, veh/h	676			2279	897	
Approach Delay, s/veh	35.7			8.5	41.3	
Approach LOS	D			A	D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		107.0		23.0	69.2	37.8
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		102.0		20.0	62.0	36.0
Max Q Clear Time (g_c+I1), s		2.0		18.6	37.1	32.4
Green Ext Time (p_c), s		4.9		0.4	7.1	1.5

Intersection Summary			
HCM 6th Ctrl Delay		20.9	
HCM 6th LOS		C	

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	2	2	2	2
Conflicting Circle Lanes	2	2	2	1
Adj Approach Flow, veh/h	326	291	595	1594
Demand Flow Rate, veh/h	332	300	595	1626
Vehicles Circulating, veh/h	1164	710	539	268
Vehicles Exiting, veh/h	176	424	957	742
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	13.1	7.4	8.1	5.8
Approach LOS	B	A	A	A

Lane	Left	Right	Left	Right	Left	Right	Left	Right	Bypass
Designated Moves	L	LTR	LTR	R	LT	TR	LT	TR	R
Assumed Moves	L	LTR	LT	R	LT	TR	LT	TR	R
RT Channelized									Free
Lane Util	0.530	0.470	0.530	0.470	0.471	0.529	0.470	0.530	
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535	2.535	2.535	
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328	4.544	4.544	554
Entry Flow, veh/h	176	156	159	141	280	315	504	568	1938
Cap Entry Lane, veh/h	463	528	702	777	822	898	1113	1113	0.980
Entry HV Adj Factor	0.982	0.983	0.969	0.972	0.999	1.001	0.980	0.981	543
Flow Entry, veh/h	173	153	154	137	280	315	494	557	1900
Cap Entry, veh/h	454	519	681	755	821	899	1091	1091	0.286
V/C Ratio	0.380	0.296	0.226	0.182	0.341	0.351	0.453	0.510	0.0
Control Delay, s/veh	14.6	11.3	8.0	6.7	8.3	7.9	8.3	9.2	A
LOS	B	B	A	A	A	A	A	A	1
95th %tile Queue, veh	2	1	1	1	2	2	2	3	

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	30	420	280	5	0	10
Future Vol, veh/h	30	420	280	5	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	120	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	42	583	389	7	0	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	396	0	-	0	769	198
Stage 1	-	-	-	-	393	-
Stage 2	-	-	-	-	376	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1174	-	-	-	342	816
Stage 1	-	-	-	-	657	-
Stage 2	-	-	-	-	670	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1174	-	-	-	330	816
Mov Cap-2 Maneuver	-	-	-	-	330	-
Stage 1	-	-	-	-	633	-
Stage 2	-	-	-	-	670	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1174	-	-	-	816
HCM Lane V/C Ratio	0.035	-	-	-	0.017
HCM Control Delay (s)	8.2	-	-	-	9.5
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection	
Intersection Delay, s/veh	4.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	1	1	2	2
Adj Approach Flow, veh/h	500	395	60	15
Demand Flow Rate, veh/h	535	434	71	27
Vehicles Circulating, veh/h	46	51	546	438
Vehicles Exiting, veh/h	419	566	35	47
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.5	4.3	5.6	6.9
Approach LOS	A	A	A	A

Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.469	0.531	0.470	0.530	1.000	1.000
Follow-Up Headway, s	2.535	2.535	2.535	2.535	2.535	2.535
Critical Headway, s	4.544	4.544	4.544	4.544	4.328	4.328
Entry Flow, veh/h	251	284	204	230	71	27
Cap Entry Lane, veh/h	1362	1362	1356	1356	893	979
Entry HV Adj Factor	0.936	0.933	0.909	0.909	0.845	0.556
Flow Entry, veh/h	235	265	185	209	60	15
Cap Entry, veh/h	1275	1271	1232	1233	754	544
V/C Ratio	0.184	0.209	0.150	0.170	0.080	0.028
Control Delay, s/veh	4.4	4.6	4.2	4.4	5.6	6.9
LOS	A	A	A	A	A	A
95th %tile Queue, veh	1	1	1	1	0	0

HCM 6th Signalized Intersection Summary
5: WLC Pkwy & Eucalyptus Avenue

Horizon Year Plus Project
AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	0	130	190	10	80	120	1550	50	10	1260	120
Future Volume (veh/h)	90	0	130	190	10	80	120	1550	50	10	1260	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	125	0	181	264	14	111	167	2153	69	14	1750	167
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	162	0	255	297	28	224	181	2978	924	41	2576	800
Arrive On Green	0.09	0.00	0.08	0.16	0.15	0.15	0.10	0.57	0.57	0.03	0.66	0.66
Sat Flow, veh/h	1810	0	3220	1810	183	1455	1810	5187	1610	1810	5187	1610
Grp Volume(v), veh/h	125	0	181	264	0	125	167	2153	69	14	1750	167
Grp Sat Flow(s),veh/h/ln	1810	0	1610	1810	0	1638	1810	1729	1610	1810	1729	1610
Q Serve(g_s), s	6.8	0.0	5.5	14.3	0.0	7.0	9.2	30.2	1.9	0.8	20.8	4.1
Cycle Q Clear(g_c), s	6.8	0.0	5.5	14.3	0.0	7.0	9.2	30.2	1.9	0.8	20.8	4.1
Prop In Lane	1.00		1.00	1.00		0.89	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	162	0	255	297	0	252	181	2978	924	41	2576	800
V/C Ratio(X)	0.77	0.00	0.71	0.89	0.00	0.50	0.92	0.72	0.07	0.34	0.68	0.21
Avail Cap(c_a), veh/h	326	0	580	326	0	295	181	2978	924	127	2576	800
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.72	0.72	0.72
Uniform Delay (d), s/veh	44.5	0.0	44.9	40.9	0.0	38.7	44.6	15.5	9.5	47.8	12.1	9.2
Incr Delay (d2), s/veh	7.6	0.0	3.6	23.3	0.0	1.5	45.4	1.6	0.2	3.5	1.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	2.3	8.2	0.0	2.9	6.1	10.0	0.7	0.4	5.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.1	0.0	48.5	64.2	0.0	40.3	90.0	17.1	9.6	51.3	13.1	9.7
LnGrp LOS	D	A	D	E	A	D	F	B	A	D	B	A
Approach Vol, veh/h		306			389			2389			1931	
Approach Delay, s/veh		50.0			56.5			22.0			13.1	
Approach LOS		D			E			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.3	61.4	20.4	11.9	14.0	53.7	12.9	19.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	41.0	18.0	18.0	10.0	38.0	18.0	18.0
Max Q Clear Time (g_c+I1), s	2.8	32.2	16.3	7.5	11.2	22.8	8.8	9.0
Green Ext Time (p_c), s	0.0	7.3	0.1	0.4	0.0	10.0	0.2	0.4

Intersection Summary	
HCM 6th Ctrl Delay	22.9
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
6: WLC Pkwy & SR-60 EB Ramps

Horizon Year Plus Project
AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	270	0	920	0	0	0	0	1380	340	0	470	120
Future Volume (veh/h)	270	0	920	0	0	0	0	1380	340	0	470	120
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900				0	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	321	0	1095				0	1643	405	0	560	143
Peak Hour Factor	0.84	0.84	0.84				0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	783	0	1226				0	3187	785	0	1760	785
Arrive On Green	0.43	0.00	0.43				0.00	0.16	0.16	0.00	0.16	0.16
Sat Flow, veh/h	1810	0	2834				0	6802	1610	0	3705	1610
Grp Volume(v), veh/h	321	0	1095				0	1643	405	0	560	143
Grp Sat Flow(s),veh/h/ln	1810	0	1417				0	1634	1610	0	1805	1610
Q Serve(g_s), s	12.2	0.0	35.7				0.0	23.0	23.0	0.0	13.7	7.7
Cycle Q Clear(g_c), s	12.2	0.0	35.7				0.0	23.0	23.0	0.0	13.7	7.7
Prop In Lane	1.00		1.00				0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	783	0	1226				0	3187	785	0	1760	785
V/C Ratio(X)	0.41	0.00	0.89				0.00	0.52	0.52	0.00	0.32	0.18
Avail Cap(c_a), veh/h	941	0	1474				0	3187	785	0	1760	785
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	1.00	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.68	0.68	0.00	0.92	0.92
Uniform Delay (d), s/veh	19.6	0.0	26.2				0.0	31.2	31.2	0.0	27.3	24.7
Incr Delay (d2), s/veh	0.3	0.0	6.5				0.0	0.4	1.6	0.0	0.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.0	12.6				0.0	9.9	10.1	0.0	6.4	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.9	0.0	32.7				0.0	31.6	32.8	0.0	27.7	25.2
LnGrp LOS	B	A	C				A	C	C	A	C	C
Approach Vol, veh/h		1416						2048			703	
Approach Delay, s/veh		29.8						31.8			27.2	
Approach LOS		C						C			C	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	52.8	47.2	52.8
Change Period (Y+Rc), s	4.0	4.0	4.0
Max Green Setting (Gmax), s	40.0	52.0	40.0
Max Q Clear Time (g_c+I1), s	25.0	37.7	15.7
Green Ext Time (p_c), s	10.0	5.5	3.7

Intersection Summary	
HCM 6th Ctrl Delay	30.4
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
7: WLC Pkwy/Theodore St & SR-60 WB Ramps

Horizon Year Plus Project
AM Peak Hour

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	60	510	1080	570	80	570
Future Volume (veh/h)	60	510	1080	570	80	570
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	68	580	1227	648	91	648
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	146	1111	2139	3030	361	436
Arrive On Green	0.08	0.08	1.00	1.00	0.19	0.19
Sat Flow, veh/h	1810	1610	3510	3705	1900	1610
Grp Volume(v), veh/h	68	580	1227	648	91	648
Grp Sat Flow(s),veh/h/ln	1810	1610	1755	1805	1900	1610
Q Serve(g_s), s	3.6	0.0	0.0	0.0	4.1	19.0
Cycle Q Clear(g_c), s	3.6	0.0	0.0	0.0	4.1	19.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	146	1111	2139	3030	361	436
V/C Ratio(X)	0.47	0.52	0.57	0.21	0.25	1.49
Avail Cap(c_a), veh/h	525	1448	2139	3030	361	436
HCM Platoon Ratio	1.00	1.00	1.67	1.67	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.87	0.87	0.09	0.09
Uniform Delay (d), s/veh	43.9	7.5	0.0	0.0	34.5	33.5
Incr Delay (d2), s/veh	2.3	0.4	0.3	0.1	0.2	219.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	16.2	0.1	0.1	1.8	37.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	46.2	7.9	0.3	0.1	34.6	253.4
LnGrp LOS	D	A	A	A	C	F
Approach Vol, veh/h	648			1875	739	
Approach Delay, s/veh	11.9			0.3	226.4	
Approach LOS	B			A	F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		87.9		12.1	64.9	23.0
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		63.0		29.0	40.0	19.0
Max Q Clear Time (g_c+I1), s		2.0		5.6	2.0	21.0
Green Ext Time (p_c), s		4.2		2.5	5.3	0.0

Intersection Summary		
HCM 6th Ctrl Delay		53.8
HCM 6th LOS		D

Intersection	
Intersection Delay, s/veh	21.6
Intersection LOS	C

Approach	EB	WB	NB	SB
Entry Lanes	2	2	2	2
Conflicting Circle Lanes	2	2	2	1
Adj Approach Flow, veh/h	1123	317	828	937
Demand Flow Rate, veh/h	1123	349	828	956
Vehicles Circulating, veh/h	738	1536	1116	245
Vehicles Exiting, veh/h	179	408	745	1640
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	26.8	23.8	33.4	4.3
Approach LOS	D	C	D	A

Lane	Left	Right	Left	Right	Left	Right	Left	Right	Bypass
Designated Moves	L	LTR	LTR	R	LT	TR	LT	TR	R
Assumed Moves	L	LTR	LTR	R	LT	TR	LT	TR	R
RT Channelized									Free
Lane Util	0.530	0.470	0.470	0.530	0.470	0.530	0.470	0.530	
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535	2.535	2.535	
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328	4.544	4.544	284
Entry Flow, veh/h	595	528	164	185	389	439	316	356	1938
Cap Entry Lane, veh/h	685	758	329	385	484	550	1136	1136	0.980
Entry HV Adj Factor	1.000	1.000	0.908	0.908	1.000	1.000	0.980	0.981	278
Flow Entry, veh/h	595	528	149	168	389	439	310	349	1900
Cap Entry, veh/h	685	758	298	349	484	550	1114	1115	0.146
V/C Ratio	0.869	0.696	0.499	0.481	0.804	0.798	0.278	0.313	0.0
Control Delay, s/veh	34.2	18.4	26.0	21.9	35.5	31.6	5.9	6.3	A
LOS	D	C	D	C	E	D	A	A	1
95th %tile Queue, veh	10	6	3	3	8	8	1	1	

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	420	350	0	5	30
Future Vol, veh/h	10	420	350	0	5	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	120	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	13	560	467	0	7	40

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	467	0	-	0	773	234
Stage 1	-	-	-	-	467	-
Stage 2	-	-	-	-	306	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1105	-	-	0	340	774
Stage 1	-	-	-	0	603	-
Stage 2	-	-	-	0	726	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	1105	-	-	-	336	774
Mov Cap-2 Maneuver	-	-	-	-	336	-
Stage 1	-	-	-	-	596	-
Stage 2	-	-	-	-	726	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	10.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	1105	-	-	652
HCM Lane V/C Ratio	0.012	-	-	0.072
HCM Control Delay (s)	8.3	-	-	10.9
HCM Lane LOS	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	0.2

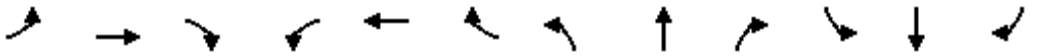
Intersection	
Intersection Delay, s/veh	4.8
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	2	2	1	1
Conflicting Circle Lanes	1	1	2	2
Adj Approach Flow, veh/h	508	427	52	51
Demand Flow Rate, veh/h	523	491	59	86
Vehicles Circulating, veh/h	104	41	571	495
Vehicles Exiting, veh/h	477	589	56	37
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.6	4.6	5.3	7.6
Approach LOS	A	A	A	A

Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.470	0.530	0.470	0.530	1.000	1.000
Follow-Up Headway, s	2.535	2.535	2.535	2.535	2.535	2.535
Critical Headway, s	4.544	4.544	4.544	4.544	4.328	4.328
Entry Flow, veh/h	246	277	231	260	59	86
Cap Entry Lane, veh/h	1292	1292	1368	1368	874	932
Entry HV Adj Factor	0.970	0.972	0.869	0.871	0.881	0.593
Flow Entry, veh/h	239	269	201	226	52	51
Cap Entry, veh/h	1254	1255	1189	1191	770	553
V/C Ratio	0.190	0.214	0.169	0.190	0.068	0.092
Control Delay, s/veh	4.5	4.7	4.5	4.7	5.3	7.6
LOS	A	A	A	A	A	A
95th %tile Queue, veh	1	1	1	1	0	0

HCM 6th Signalized Intersection Summary
5: WLC Pkwy & Eucalyptus Avenue

Horizon Year Plus Project
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	300	20	220	70	10	60	140	1350	140	110	1260	180
Future Volume (veh/h)	300	20	220	70	10	60	140	1350	140	110	1260	180
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	400	0	311	93	13	80	187	1800	187	147	1680	240
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	426	0	786	116	17	103	212	2457	763	172	2342	727
Arrive On Green	0.24	0.00	0.24	0.06	0.07	0.07	0.12	0.47	0.47	0.10	0.45	0.45
Sat Flow, veh/h	1810	0	3220	1810	230	1415	1810	5187	1610	1810	5187	1610
Grp Volume(v), veh/h	400	0	311	93	0	93	187	1800	187	147	1680	240
Grp Sat Flow(s),veh/h/ln	1810	0	1610	1810	0	1645	1810	1729	1610	1810	1729	1610
Q Serve(g_s), s	28.2	0.0	10.5	6.6	0.0	7.2	13.2	36.4	9.0	10.4	34.2	12.5
Cycle Q Clear(g_c), s	28.2	0.0	10.5	6.6	0.0	7.2	13.2	36.4	9.0	10.4	34.2	12.5
Prop In Lane	1.00		1.00	1.00		0.86	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	426	0	786	116	0	120	212	2457	763	172	2342	727
V/C Ratio(X)	0.94	0.00	0.40	0.80	0.00	0.78	0.88	0.73	0.25	0.85	0.72	0.33
Avail Cap(c_a), veh/h	459	0	941	181	0	228	223	2457	763	181	2342	727
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.62	0.62	0.62
Uniform Delay (d), s/veh	48.8	0.0	41.1	60.0	0.0	59.2	56.5	27.6	20.4	57.9	28.9	23.0
Incr Delay (d2), s/veh	26.4	0.0	0.3	12.8	0.0	10.2	30.1	2.0	0.8	20.5	1.2	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.8	0.0	4.2	3.4	0.0	3.4	7.6	14.2	3.6	5.6	13.4	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.2	0.0	41.5	72.8	0.0	69.4	86.6	29.6	21.1	78.4	30.1	23.7
LnGrp LOS	E	A	D	E	A	E	F	C	C	E	C	C
Approach Vol, veh/h		711			186			2174			2067	
Approach Delay, s/veh		60.5			71.1			33.7			32.8	
Approach LOS		E			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.4	65.6	12.4	35.7	19.2	62.7	34.6	13.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	13.0	50.0	13.0	38.0	16.0	47.0	33.0	18.0
Max Q Clear Time (g_c+I1), s	12.4	38.4	8.6	12.5	15.2	36.2	30.2	9.2
Green Ext Time (p_c), s	0.0	8.4	0.1	1.2	0.0	7.6	0.4	0.2

Intersection Summary	
HCM 6th Ctrl Delay	38.4
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
6: WLC Pkwy & SR-60 EB Ramps

Horizon Year Plus Project
PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	0	1180	0	0	0	0	1450	270	0	370	250
Future Volume (veh/h)	160	0	1180	0	0	0	0	1450	270	0	370	250
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900				0	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	184	0	1356				0	1667	310	0	425	287
Peak Hour Factor	0.87	0.87	0.87				0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	943	0	1477				0	2326	573	0	1284	573
Arrive On Green	0.52	0.00	0.52				0.00	0.24	0.24	0.00	0.24	0.24
Sat Flow, veh/h	1810	0	2834				0	6802	1610	0	3705	1610
Grp Volume(v), veh/h	184	0	1356				0	1667	310	0	425	287
Grp Sat Flow(s),veh/h/ln	1810	0	1417				0	1634	1610	0	1805	1610
Q Serve(g_s), s	3.5	0.0	28.6				0.0	15.2	10.9	0.0	6.3	10.0
Cycle Q Clear(g_c), s	3.5	0.0	28.6				0.0	15.2	10.9	0.0	6.3	10.0
Prop In Lane	1.00		1.00				0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	943	0	1477				0	2326	573	0	1284	573
V/C Ratio(X)	0.20	0.00	0.92				0.00	0.72	0.54	0.00	0.33	0.50
Avail Cap(c_a), veh/h	1002	0	1570				0	2326	573	0	1284	573
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.67	0.67	1.00	0.67	0.67
Upstream Filter(I)	1.00	0.00	1.00				0.00	0.50	0.50	0.00	0.72	0.72
Uniform Delay (d), s/veh	8.3	0.0	14.3				0.0	21.7	20.1	0.0	18.4	19.8
Incr Delay (d2), s/veh	0.1	0.0	8.7				0.0	1.0	1.8	0.0	0.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	9.3				0.0	5.5	3.9	0.0	2.2	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.4	0.0	23.0				0.0	22.7	21.9	0.0	18.5	20.3
LnGrp LOS	A	A	C				A	C	C	A	B	C
Approach Vol, veh/h		1540						1977			712	
Approach Delay, s/veh		21.3						22.6			19.2	
Approach LOS		C						C			B	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	27.1	37.9	27.1
Change Period (Y+Rc), s	4.0	4.0	4.0
Max Green Setting (Gmax), s	21.0	36.0	21.0
Max Q Clear Time (g_c+I1), s	17.2	30.6	12.0
Green Ext Time (p_c), s	3.1	3.3	2.3

Intersection Summary	
HCM 6th Ctrl Delay	21.5
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
7: WLC Pkwy/Theodore St & SR-60 WB Ramps

Horizon Year Plus Project
PM Peak Hour

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	160	310	1110	500	310	300
Future Volume (veh/h)	160	310	1110	500	310	300
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	235	456	1632	735	456	441
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	265	1042	1759	2860	495	655
Arrive On Green	0.15	0.15	0.84	1.00	0.26	0.26
Sat Flow, veh/h	1810	1610	3510	3705	1900	1610
Grp Volume(v), veh/h	235	456	1632	735	456	441
Grp Sat Flow(s),veh/h/ln	1810	1610	1755	1805	1900	1610
Q Serve(g_s), s	16.6	0.0	44.1	0.0	30.4	29.1
Cycle Q Clear(g_c), s	16.6	0.0	44.1	0.0	30.4	29.1
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	265	1042	1759	2860	495	655
V/C Ratio(X)	0.89	0.44	0.93	0.26	0.92	0.67
Avail Cap(c_a), veh/h	278	1055	1759	2860	526	681
HCM Platoon Ratio	1.00	1.00	1.67	1.67	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.74	0.74	0.09	0.09
Uniform Delay (d), s/veh	54.4	11.3	8.9	0.0	46.8	31.5
Incr Delay (d2), s/veh	26.7	0.3	7.1	0.2	3.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.5	16.5	6.1	0.1	14.1	13.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	81.1	11.6	16.0	0.2	50.3	32.0
LnGrp LOS	F	B	B	A	D	C
Approach Vol, veh/h	691			2367	897	
Approach Delay, s/veh	35.2			11.0	41.3	
Approach LOS	D			B	D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		107.0		23.0	69.1	37.8
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		102.0		20.0	62.0	36.0
Max Q Clear Time (g_c+I1), s		2.0		18.6	46.1	32.4
Green Ext Time (p_c), s		4.9		0.4	6.5	1.5

Intersection Summary		
HCM 6th Ctrl Delay		22.1
HCM 6th LOS		C

Project Mitigation Monitoring and Reporting Program

Authority

This Environmental Mitigation Monitoring and Reporting Program has been prepared pursuant to Section 21081.6 of the *California Environmental Quality Act*, known as CEQA (Public Resources Code Section 21000 et seq.), and CEQA Guidelines 15091(d) and 15097, to ensure implementation of and provide for the monitoring of mitigation measures required of the Highland Fairview Corporate Park Addendum EIR.

Monitoring Schedule

Prior to the issuance of building permits, while detailed development plans are being prepared for approval by the Project Applicant and/or City staff, the Applicant and/or City staff will be responsible for ensuring compliance with mitigation monitoring applicable to the project construction, development, and design phases. The Applicant and/or City staff will prepare or cause to be prepared reports identifying compliance with mitigation measures. Once construction has begun and is underway, monitoring of the mitigation measures associated with construction will be included in the responsibilities of the Applicant, Developer, and/or City staff, who shall prepare or cause to be prepared reports of such monitoring at a recommended occurrence of once every quarter, until construction has been completed. However, monitoring would occur for each measure as specified in the mitigation, and there is no *required* formal reporting plan submittal. Regulatory agencies will have to harmonize the mitigation and monitoring/reporting as part of the regulatory permitting and will likely require submittal of formal monitoring reports. Once construction has been completed, the Applicant and/or City will monitor the project as deemed necessary.

Changes to Mitigation Measures

If minor changes are required to the MMRP, they would be made in accordance with CEQA and could be permitted after further review by the City. Such changes could include reassignment of monitoring and reporting responsibilities and/or redesign to make any appropriate improvements. No change would be permitted unless the Mitigation Monitoring and Reporting Program continues to satisfy the requirements of Public Resources Code Section 21081.6.

Support Documentation

Findings and related documentation supporting the findings involving modifications to mitigation measures shall be maintained in the project file with the Mitigation Monitoring and Reporting Program and shall be made available to the public upon request. As well, all monitoring reporting forms, summaries, data sheets, and correction instruction related to the Mitigation Monitoring Program for Highland Fairview Corporate Park would be available for public review upon request at the City of Moreno Valley Department of Public Works offices during normal business hours.

Format of Mitigation Monitoring Matrix

The mitigation monitoring matrix on the following pages identifies the environmental issue areas for which monitoring is required, the required mitigation measures, the responsible implementing and monitoring agencies, and time frame for monitoring; including the start and finish date for the mitigation and monitoring.

Mitigation Monitoring and Reporting Matrix

Mitigation Measures	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
						Date	Monitor
AESTHETICS							
MM A-1: During project construction, the construction site manager or supervisor shall ensure that construction lighting within the work area and light trespass shall be avoided though directional lighting, shielding, and other similar control measures.	Construction Supervisor	City of Moreno Valley Planning Division	During Construction				
MM A-2: Enhanced architectural and landscaping treatment shall be utilized along the building frontage with State Route (SR) 60 to minimize or soften views of long expanses of the upper elevations of buildings. Examples of alternative treatment measures may include, but not be limited to the following: • Use of color; or • Texture variation; or • Roof line variation.	Applicant	City of Moreno Valley Planning Division	Plot Plan Review/Approval				
AIR QUALITY							
MM AQ-1: Prior to construction of the project, the project applicant shall comply with SCAQMD Rule 403 by providing a Fugitive Dust Control Plan that describes the application of best management practices to control fugitive dust during construction. Best management practices shall include: • Application of water on disturbed soils a minimum of three times per day; • Covering haul vehicles; • Replanting disturbed areas as soon as practical;	Applicant	City of Moreno Valley Planning Division	Prior to Issuance of Grading Permit				

Mitigation Measures	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
						Date	Monitor
• Restricting vehicle speeds on unpaved roads to 15 mph; • Suspension of all grading activities during high wind speeds in excess of 25 mph. • A Large Operation notification shall be submitted to the SCAQMD prior to construction. • Project applicant to designate a person(s) to monitor the dust control program and to order increased watering, as necessary. • Post a sign with the telephone number and person to contact regarding dust complaints. The person shall take corrective action within 24 hours. • Complete all roadways, driveways, sidewalks, etc. as soon as possible; building pads should be developed as soon as possible after grading unless seeding, polymer, water, landscaping, soil binders, or similar means are applied within five working days after grading completion to minimize fugitive dust. • Street sweeping shall be accomplished as needed to remove soil transport to adjacent areas; sweeping shall require use of equipment certified under SCAQMD Rule 1186.1.							

Mitigation Measures	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
						Date	Monitor
MM AQ-2: The project applicant shall meet CARB standards by assuring use of lowest emission construction equipment reasonably available for use on this project. All off-road equipment with a horsepower rating of 25 horsepower or greater used on the Project Site during the construction of the Project will meet a minimum Tier III rating ~~and at least 80 percent of such equipment will meet a minimum Tier IV rating~~ and that the general contractor certify that this requirement has been satisfied. ~~The construction fleet average shall meet or exceed Tier II level and the applicant shall provide incentives in the bidding process in selecting construction contractors that propose the lowest emission construction equipment (i.e., high pressure injectors; smaller engine sizes; electric equipment; gasoline powered equipment with catalytic converters; and alternatively fueled construction equipment).~~ The applicant shall also provide incentives in the bidding process in selecting grading and construction contractors that propose the use of equipment using Level III diesel particulate filters. *Note: Mitigation Measure MM AQ-2 has been updated to be consistent with the HFCP Final EIR Settlement Agreement (January 7, 2010) and the latest SCAQMD recommended practices for a project of this size.*	Applicant, Construction Supervisor	City of Moreno Valley Public Works, Land Development Division	Prior to Construction During Onsite/Offsite Construction (Provide evidence that this has been certified				

Mitigation Measures	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
						Date	Monitor
MM AQ-3: During project construction, construction equipment shall be properly maintained in accordance with manufacturer's specifications; maintenance shall include proper tuning and timing of engines. During maintenance, precautions shall be taken to ensure that fuel is not leaked onto the ground. Equipment maintenance records and equipment design specification data sheets shall be kept onsite during construction and subject to inspection by the SCAQMD.	Construction Supervisor	City of Moreno Valley Planning Division, Public Works, Land Development Division, and the South Coast Air Quality Management District	Onsite/Offsite Construction				
MM AQ-4: During project construction, the developer shall require all contractors to turn off all construction equipment and delivery vehicles when not in use or prohibit idling in excess of ~~five (5)~~ three (3) minutes. *Note: Mitigation Measure MM AQ-4 has been updated to be consistent with the latest SCAQMD recommended practices for a project of this size.*	Construction Supervisor	City of Moreno Valley Safety Division	Onsite/Offsite Construction				
MM AQ-5: Prior to issuance of a grading permit, the project applicant shall provide a traffic control plan to the City of Moreno Valley that will describe in detail safe detours around the project construction site with temporary traffic control (e.g., flag person) during construction-related truck hauling activities, as required by the City. Construction activities that affect traffic flow on the arterial system shall be minimized by scheduling such activities to off-peak hours. Construction truck travel shall be routed to minimize travel on congested streets and near to sensitive	Applicant	City of Moreno Valley, Building and Safety Division	Prior to issuance of grading permit				

Mitigation Measures	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
						Date	Monitor
receptor areas. Construction traffic shall gain access to the project site via World Logistics Center Parkway (formerly Theodore Street) and Eucalyptus Avenue to the greatest extent possible to minimize traffic and dust along Redlands Boulevard. The traffic control plan is primarily intended as a safety measure but also can minimize traffic congestion and delays that increase idling and acceleration emissions. The traffic control plan shall be prepared in accordance with U.S. Department of Transportation Federal Highways Administration Rule on Work Zone Safety 23 CFR 630 Subpart J, Developing and Implementing Traffic Management Plans for Work Zones. *Note: Mitigation Measure MM AQ-13 has been updated to reflect the current street name*							
MM AQ-6: All paints shall be low VOC paints and applied using either high volume low-pressure (HVLP) spray equipment or by hand application. For a list of low VOC paints, refer to the website www.aqmd.gov/prdas/brochures/paintguide.html.	Applicant, Construction Supervisor	City of Moreno Valley, Building and Safety Division	Construction				
MM AQ-7A: Construction Phases. Prior to the issuance of grading permits, the developer shall provide documentation to the City of Moreno Valley indicating that construction workers will be encouraged to carpool to the greatest extent practical, including providing information on park and ride programs available to workers. The project shall also provide for lunch services onsite during construction to	Applicant	City of Moreno Valley, Planning Division	Prior to issuance of grading permits. Construction				

Mitigation Measures	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
						Date	Monitor
minimize the need for offsite vehicle trips. Workers shall be informed in writing and a letter placed on file at the City of Moreno Valley documenting the efforts to encourage carpooling.							
MM AQ-7B: Occupancy. Prior to the issuance of occupancy permits, the project applicant shall provide documentation to the City of Moreno Valley indicating that tenant workers will be encouraged to carpool to the greatest extent practical including providing information on park and ride programs available to employees. Employees shall be informed in writing and a letter placed on file at the City of Moreno Valley documenting the efforts to encourage carpooling.	Applicant	City of Moreno Valley, Planning Division	Prior to the issuance of Certificate of Occupancy				
MM AQ-8: During project construction, onsite electrical hook-ups shall be provided for electric construction tools including saws, drills and compressors, to minimize the need for diesel-powered electric generators.	Applicant, Construction Supervisor	City of Moreno Valley, Building and Safety Division	Construction				
MM AQ-9: During construction, rumble or bumper strips or similar best management practices shall be provided where vehicles enter and exit the construction site onto paved roads, or wash off trucks or any equipment leaving the site with each trip.	Applicant, Construction Supervisor	City of Moreno Valley, Public Works Land Development Division	Construction				
MM-AQ-10: Offsite construction improvements shall be limited to an 8-hour day during daylight hours.	Construction Supervisor	City of Moreno Valley, Public Works Land Development Division	Offsite Construction				

Mitigation Measures	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
						Date	Monitor
MM AQ-11: All project entrances shall be posted with signs which state: • Diesel trucks servicing the project shall not idle for more than 3 minutes; and • Telephone numbers of the building facilities manager and the California Air Resources Board to report violations.	Applicant, Tenants	City of Moreno Valley, Planning Division and Building and Safety Division	During construction				
MM AQ-12: Electricity shall be provided in the loading dock areas for transportation refrigeration units visiting the site, if any.	Applicant, Tenants	City of Moreno Valley, Planning Division and Building and Safety Division	Prior to Issuance of Certificate of Occupancy/Operation				
MM AQ-13: *Note: Mitigation Measure MM AQ-13 has been satisfied through the City's approval of the World Logistics Center Specific Plan.*				N/A	N/A		
MM AQ-14: Electrical hookups shall be provided for transport refrigeration units within the Commercial component (Phases II and III) to eliminate the need for idling of diesel-powered transport refrigeration units.	Applicant, Tenants	City of Moreno Valley, Planning Division and Building and Safety Division	Plot Plan Approval/Prior to Occupancy Permits				
MM AQ-15: The project applicant shall include in all new lease documents the requirement that the tenants shall utilize only trucks using refrigeration units capable of utilizing electrical hook-ups for deliveries to the tenant.	Applicant	City of Moreno Valley, Planning Division	Operation (Written Documentation shall be provided)				
MM AQ-16: <u>All diesel truck servicing logistics facilities on Parcels 2 and 3 shall meet or exceed 2010 engine emission standards specified in California Code of Regulations Title 13, Article 4.5, Chapter 1, Section 2025 or be powered by natural</u>	Applicant, Tenants	City of Moreno Valley, Planning Division	Operation				

Mitigation Measures	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
						Date	Monitor
gas, electricity, or other diesel alternatives. Facility operators shall maintain a log of all trucks servicing the facility to document that trucks meet these emissions standards. This log shall be available for inspection by City staff at any time. ~~The project applicant shall encourage its tenants to do the following: have a compressed workweek schedule for its employees; include electric powered and/or compressed natural gas fueled trucks and/or vehicles in fleets; require or provide incentives to use California Air Resources Board certified particulate filters that meet Level III requirements; use "clean" trucks, such as 2007 or newer model year or 2010 compliant; use electric yard trucks; use trucks with SmartWay 1.25 rating; and electrify auxiliary power units. The applicant shall provide documentation of its efforts to the satisfaction of the City.~~ *Note: Mitigation Measure MM AQ-16 has been updated to be consistent with the latest standard practices and SCAQMD recommendations. The mitigation measure has been modified to remove the requirement that all trucks be 2007 or newer. Due to its close similarity to this mitigation measure, MM AQ-22 has been removed.*							
MM AQ-17: The project shall be designed such that the check-in point for trucks is inside the facility property to ensure that there are no trucks queuing outside the facility.	Applicant	City of Moreno Valley, Planning Division, and Transportation Engineering Division	Plot Plan Review/Approval				

Mitigation Measures	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
						Date	Monitor
MM AQ-18: Food services shall be provided onsite.	Applicant, Tenants	City of Moreno Valley, Planning Division	Onsite Construction Operation				
MM AQ-19: Prior to the Issuance of Occupancy Permits, written evidence shall be provided to the Planning and Transportation Engineering Divisions that the project applicant shall include in all new lease documents the requirement that the tenant shall provide employees with incentives for carpooling or impose a parking fee.	Applicant, Tenant	City of Moreno Valley, Planning Division, and Transportation Engineering Division	Written Evidence of Compliance Shall Be Provided at Occupancy/Operation				
MM AQ-20: The property owners association shall maximize use of electrical equipment for landscape maintenance.	Applicant, Tenant	City of Moreno Valley, Planning Division	Prior to Certificate of Occupancy for Phase III				
MM AQ-21: Prior to the issuance of a certificate of occupancy for Phase 3, traffic signals, including interconnect hardware installed, or paid for, in whole or in part, by the project applicant shall be synchronized by the applicant, to the satisfaction of the City Engineer.	City of Moreno Valley	City of Moreno Valley, Transportation Engineering Division	Prior to Certificate of Occupancy for Phase III				
BIOLOGICAL RESOURCES							
MM BR-1: To avoid impacts to nesting birds covered under the MBTA, vegetation removal activities involving established perennial vegetation located in the urban/developed plant community shall be avoided during avian nesting season (February 15 through August 31). If the nesting season cannot be avoided, a nesting bird survey shall be provided no more than thirty (30) days prior to vegetation removal activities. If no active nests are observed, construction activity	Applicant, Consulting Biologist	City of Moreno Valley, Planning Division	Prior to Issuance of Grading Permits				

Mitigation Measures	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
						Date	Monitor
may proceed with no further monitoring. If active nests are observed, a biological monitor shall be present during any construction activity within the vicinity of the nest. Construction activity may encroach within the vicinity of the nesting birds at the discretion of the biological monitor. Construction activity may proceed once the nestlings have fledged the nest.							
MM BR-2: *Note that Mitigation Measure BR-2 is not applicable to the Proposed Project as the Project Applicant paid the required mitigation fees prior to mass grading of the entire Highland Fairview Corporate Park, inclusive of Parcels 2 and 3. As such, Mitigation Measure BR-2 has already been satisfied.*				N/A	N/A		
MM BR-3: A pre-construction clearance survey for burrowing owl shall be provided. The pre-construction survey shall be conducted by a qualified biologist no more than thirty (30) days prior to any grading or ground disturbing activities. If construction is to be initiated during the breeding season (February 1 through August 31) and burrowing owl is determined to occupy any portion of the study area during the 30-day pre-construction survey, consultation with the CDFG and USFWS shall take place and no construction activity shall take place within 500 feet of an active nest/burrow until it has been determined that the nest/burrow is no longer active, and all juveniles have fledged the nest/burrow. No disturbance to active burrows shall	Applicant, Consulting Biologist	City of Moreno Valley, Planning Division	Prior to Issuance of Grading Permits				

Mitigation Measures	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
						Date	Monitor
occur without appropriate permitting through the MBTA and/or CDFG. If active burrowing owl burrows are detected outside the breeding season (September through January), or within the breeding season but owls are not nesting or in the process of nesting, passive relocation may be conducted following consultation with the CDFG and USFWS. Construction activity may occur within 500 feet of the active nests at the discretion of the biological monitor.							
MM BR-4: *Note that Mitigation Measure BR-4 is no longer applicable to the Proposed Project, as the fees to satisfy this mitigation measure have been paid.*				N/A	N/A		
CULTURAL RESOURCES							
MM CR-1: Prior to the issuance of a grading permit, a City-approved Project Archaeologist shall be retained to initiate and supervise cultural resource mitigation-monitoring during project-related earthmoving in all areas of the project, subject to certain constraints found in MM CR-2.	Applicant, Construction Supervisor, Consulting Archaeologist	City of Moreno Valley, Planning Division	Prior to Issuance of a Grading Permit (Provide document for review prior to issuance of a Grading Permit)				
MM CR-2: Project-related archaeological monitoring shall include the following constraints: • All construction-related earthmoving shall be monitored to a depth of ten (10) feet below grade by the Project Archaeologist or his/her • designated representative; • Once 50 percent of the earth to be moved has been examined by the Project Archaeologist, the Project	Applicant, Construction Supervisor, Consulting Archaeologist	City of Moreno Valley Planning Division	During Grading				

Mitigation Measures	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
						Date	Monitor
Archaeologist may, at his or her discretion, terminate monitoring if and only if no buried cultural resources have been detected; • If buried cultural resources are detected during monitoring, monitoring must continue until 100 percent of virgin earth within the study area has been disturbed and inspected by the Project Archaeologist or his/her designated representative. • Grading shall cease in the area of a cultural artifact or potential cultural artifact as delineated by the Project Archaeologist or his/her designated representative. Grading should continue in other areas of the site while particular find are investigated; and • If cultural artifacts are uncovered during grading, they shall be examined by a professional archaeologist subject to MM CR-3, and decisions shall be made as to mitigation, treatment and/or disposition in consultation with the culturally affiliated Tribe(s), as determined by the City. A mitigation-monitoring report must accompany the artifacts.							
MM CR-3: Should buried prehistoric cultural resources be encountered during monitoring, the resources shall be evaluated for significance in consultation with the culturally affiliated Tribe(s), as determined by the City, following CEQA	Applicant, Construction Supervisor, Consulting Archaeologist	City of Moreno Valley Planning Division	During Grading				

Mitigation Measures	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
						Date	Monitor
Guidelines prior to continuance of grading in the area.							
MM CR-4: The City of Moreno Valley shall designate culturally affiliated Tribe(s) to monitor the project. Qualified representatives of the Tribal Group(s) shall be granted access to the project site to monitor all activities monitored by the Project Archaeologist.	City of Moreno Valley, Construction Supervisor	City of Moreno Valley Planning Division	Prior to Issuance of Grading Division				
MM CR-5: Prior to the issuance of a grading permit, a City-approved Project Paleontologist shall be retained to initiate and supervise paleontological mitigation-monitoring in all areas of the project, subject to certain constraints found below: • Once excavations reach ten (10) feet in depth, monitoring of excavation in areas identified as likely to contain paleontologic resources by a qualified paleontologic monitor or his/her representative must take place. • Paleontological monitors shall be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates • Monitors shall be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens, and, • Monitoring may be reduced if the potentially fossiliferous units described herein are not present, or, if present, are determined upon	Applicant, Construction Supervisor, Consulting Archaeologist	City of Moreno Valley Planning Division, and Land Development Division of the Public Works Department	Prior to the issuance of a Grading Permits, During Grading				

Mitigation Measures	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
						Date	Monitor
exposure and examination by qualified paleontologic personnel to have low potential to contain fossil resources.							
MM CR-6: Although considered unlikely, there is always the possibility that ground-disturbing activities may uncover previously unknown human remains. Should this occur, Section 7050.5 of the California Health and Safety Code applies, and the following procedures shall be followed. In the event of an accidental discovery or recognition of any human remains, California Health & Safety Code 7050.5 and California Public Resource Code (PRC) Section 5097.98 must be followed. In this instance, once project-related earthmoving begins and if there is accidental discovery or recognition of any human remains, the following steps shall be taken: • There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until a determination as to disposition and treatment is made. The Riverside County Coroner shall be contacted to determine if the remains are Native American and if an investigation of the cause of death is required. If the coroner determines the remains to be Native American, the coroner shall contact the NAHC within 24 hours to allow the NAHC to identify the person or persons it believes to be the "most	Applicant/, Construction Supervisor	City of Moreno Valley, Planning Division	During Grading				

Mitigation Measures	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
						Date	Monitor
likely descendant" (MLD) of the deceased Native American. The MLD may make recommendations and enter into consultation with the landowner, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98.							
GEOLOGY AND SOILS							
The project will be subject to the City's Grading Ordinance and all applicable California Building Codes. **MM GEO-1:** During excavation and grading activities a qualified engineering geologist shall observe the in-grading excavation to confirm the absence of any fault features within the building site. If any currently unknown fault features are observed, such features shall be evaluated by the geologist and, if determined necessary, remediation measures or other measures as appropriate shall be implemented to address such features in accordance with applicable City and State requirements. The geologist's record of observations shall be summarized in a final report to be submitted to the City at the conclusion of excavation/grading activities.	Applicant, Consulting Geologist	City of Moreno Valley, Planning Division, Building and Safety Division, and Public Works Land Development Division	Onsite Construction During Grading				
GLOBAL CLIMATE CHANGE AND GREENHOUSE GASES							
MM GCC-1: The project shall be designed to meet applicable 2008 Title 24 energy efficiency requirements, or any more stringent requirements that may be adopted prior to the issuance of building permits for the project.	Applicant	City of Moreno Valley, Planning Division, Building and Safety Division	Plan Check Review/Prior to Issuance of Building Permits				

Mitigation Measures	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
						Date	Monitor
MM GCC-2: All buildings shall be designed with "cool roofs" using products certified by the Cool Roof Rating Council, and exposed roof surfaces shall use "cool paints."	Applicant	City of Moreno Valley, Planning Division, Building and Safety Division	Plan Check Review/Prior to Issuance of Building Permits				
MM GCC-3: The project shall install a photovoltaic array (solar panels) or other source of renewable energy generation on-site, or otherwise acquire energy from the local utility that has been generated by renewable sources, to meet the ~~project's Phase 1 office~~ electricity needs <u>of any offices within the development of Parcels 2 and 3</u>. *Note: MM GCC-3 has been amended to refer to possible office use in the development of Parcels 2 and 3.*	Applicant	City of Moreno Valley, Planning Division, Building and Safety Division	Prior to Certificate of Occupancy/Phase 1 Office Occupancy				
MM GCC-4: The design and operation of the project shall use ENERGY STAR-qualified energy efficient products for heating and cooling systems, and for built-in appliances and lighting.	Applicant	City of Moreno Valley, Planning Division, Building and Safety Division	Plan Check Review/Prior to Issuance of Building Permits				
MM GCC-5: To reduce vehicle miles traveled and emissions associated with trucks and vehicles, the following measures shall be implemented to the satisfaction of the Community Development Director, Public Works Director, Building Official and Transportation Division Manager: • Onsite secure, weather-protected bicycle storage parking shall be provided. Onsite showers (one for males and one for females) and lockers for employees shall be provided in each building. Onsite	Applicant	City of Moreno Valley, Planning Division, Building and Safety Division, Public Works, Transportation Engineering Division	Prior to Certificate of Occupancy, Operation				

Mitigation Measures	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
						Date	Monitor
convenient bicycle parking shall be provided for retail customers. • Any traffic lights installed as part of this project shall use Light Emitting Diodes. • Pedestrian and bicycle connections shall be provided to surrounding areas consistent with the Existing General Plan. • A Transportation Management Association (TMA) shall be established for the project by the applicant. The TMA shall coordinate its efforts with other TMAs in the City and encourage and coordinate carpooling by occupants of the project. The TMA shall advertise its services to the building occupants. The TMA shall offer transit or other incentives to the employees to reduce greenhouse gas emissions. A shuttle shall be provided during any one hour period where the number of employees using public transit exceeds 20 during the period. The TMA shall distribute public transportation information to its employees. The TMA shall provide electronic message board space for coordinating rides. Within two months after project completion, the TMA shall submit a plan to the City that outlines the measures the TMA has implemented and contact information.							

Mitigation Measures	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
						Date	Monitor
• There shall be preferential parking for carpools, vanpools, and alternatively fueled vehicles.							
MM GCC-6: The project shall provide a minimum of two electric vehicle-charging stations.	Applicant	City of Moreno Valley, Planning Division and Building and Safety Division	Prior to Certificate of Occupancy				
MM GCC-7: *Note: Mitigation Measure GCC-7 has been deleted as this measure is not considered feasible because biodiesel would result in additional construction NO_X emissions[1] (an ozone precursor).*				N/A	N/A		
MM GCC-8: Prior to issuance of a grading permit, the project shall have in place a City-approved Solid Waste Diversion and Recycling Plan that demonstrates the diversion and recycling of all salvageable and re-useable wood, metal, plastic and paper products used during project construction. A similar Plan shall be in place prior to occupancy that demonstrates the diversion and recycling of all wood, metal, plastic and paper products during on-going operation of the warehouse and office portions of the project. The Plans shall include the name of the waste hauler, their assumed destination for all waste and recycled materials, and the procedures that will be followed to ensure implementation of this measure.	Applicant	City of Moreno Valley Public Works, Land Development Division	Prior to Issuance of Grading Permit During Construction				

[1] California Air Resources Board, *Final Report CARB Assessment of the Emissions from the Use of Biodiesel as a Motor Vehicle Fuel in California "Biodiesel Characterization and NO_X Mitigation Study"*, October 2011 and California Air Resources Board, *Final Report CARB Comprehensive B5/B10 Biodiesel Blends Heavy-Duty Engine Dynamometer Testing*, June 2014.

Mitigation Measures	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
						Date	Monitor
MM GCC-9: The project shall be certifiable under Leadership in Energy and Environmental Design (LEED). The project shall obtain the following credits from the LEED for New Construction & Major Renovations, version 2.2 (or equivalent): Sustainable Sites Credit 7.1: Heat Island Effect, Non-Roof; LEED Energy & Atmosphere Credit 1, Optimize Energy Performance, in part through installing skylights and utilizing energy efficient lighting. Demonstration of certifiability shall be provided to the satisfaction of the City, prior to the issuance of building permits.	Applicant	City of Moreno Valley Planning Division and Building and Safety Division	Submit Prior to Building Permits				
MM GCC-10: The project shall be designed to accommodate trucks utilizing "SmartWay Truck Efficiency" emission reduction features. Trailer tails (extenders) are incompatible with loading docks and are exempt from this measure.	Applicant	City of Moreno Valley Planning Division	Prior to Issuance of Building Permits/Prior to Construction (Provide Documentation)				
MM GCC-11: Every truck that enters the site with a gross vehicle weight rating over 10,000 pounds shall have an Engine Certification Label. If it does not have the label, it shall be prohibited from entering the project site.	Applicant, Tenant	City of Moreno Valley, Planning Division	Operation				
HAZARDS AND HAZARDOUS MATERIALS							
MM HH-1: The fire protection system shall be designed per National Fire Protection Agency (NFPA) 13 to provide an Early Suppression Fast Response (ESFR) sprinkler system protection. Temperature rating of sprinkler heads to be per the Fire Department's requirements.	Applicant, Tenant	City of Moreno Valley Fire Department, Building and Safety Division	Plan Check Review/Approval				

Mitigation Measures	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
						Date	Monitor
MM HH-2: A complete on-site fire protection underground system shall be provided per NFPA 24 and specific requirements of the local authorities. This system shall include hydrants, sectional valves, backflow prevention, and Fire Department connections.	Applicant, Tenant	City of Moreno Valley Fire Department, Building and Safety Division	Plan Check Review/Approval				
MM HH-3: Riser assemblies shall include mechanical alarm valves. System control valves shall either be riser mounted with wall post extensions or exterior post indicator valves as required by the local authority. All required devices for central station alarm system interface shall be provided.	Applicant, Tenant	City of Moreno Valley Fire Department, Building and Safety Division	Plan Check Review/Approval				
MM HH-4: System design, material, and installation shall comply with NFPA 13 and the other previous NFPA standards. It shall also comply with CBC and UFC standards. Approvals will also be obtained from the owner's insurance authority.	Applicant, Tenant	City of Moreno Valley Fire Department, Building and Safety Division	Plan Check Review/Approval				
LAND USE AND PLANNING							
MM LU-1: *Note that Mitigation Measure LU-1 from the HFCP Final EIR is no longer applicable to the Proposed Project. Similar to MM AQ-13, this mitigation measure has been satisfied through the adoption of the World Logistics Center Specific Plan.*				N/A	N/A		
NOISE							
MM N-1: No Construction Vehicles on Redlands Boulevard south of Future Eucalyptus Avenue. Other than construction vehicles necessary for identified offsite improvements within Redlands Boulevard, no construction vehicles shall be allowed in the vicinity of any residences on Redlands Boulevard	Applicant, Construction Supervisor	City of Moreno Valley, Public Works, Land Development Division	Construction				

Mitigation Measures	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
						Date	Monitor
south of existing Fir/future Eucalyptus Avenue. The prohibition for construction traffic shall apply to all phases of the proposed project.							
MM N-2: *Note that MM N-2 has been satisfied with City approval of the WLC Specific Plan.*				N/A	N/A		
MM N-3: Daytime Construction Noise. City grading hours are from 7 a.m. to 6 p.m., Monday through Friday. If project site grading activities must occur within 560 feet of noise-sensitive land uses during the daytime (7 a.m. to 8 p.m.), then temporary sound barriers of sufficient height and density to reduce daytime noise levels to 60 dBA (Leq) or less shall be placed between the grading activities and the noise-sensitive land uses. Prior to the issuance of a grading permit, the developer shall submit a NRCP to the City as part of the grading permit submittal showing the limits of daytime construction based on the 560-foot setback in relation to the location of occupied residential dwellings and their associated parcels and other noises sensitive uses. In the event any new residential units or other noise-sensitive land uses are built and occupied in the vicinity of the project site prior to completion of Phase 1 construction, the NRCP shall be modified to show the revised new 560-foot setback for day time construction and grading activities in relation to the new residences.	Applicant, Construction Supervisor	City of Moreno Valley, Planning Division and Public Works Land Development Division	Prior to Issuance of a Grading Permit, Pre-Construction and Construction				

Mitigation Measures	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
						Date	Monitor
With the implementation of this mitigation measure the loudest noise level that would be experienced at any developed residential parcel would be less than 60 dBA (Leq) during the daytime, and these levels would be consistent with the limits established in the City's Noise Ordinance. Compliance with these standards during Phase 1 construction of the project should be assured through the NRCP and periodic monitoring of noise levels at developed residential parcels within 560 feet of the project site. This mitigation measure does not apply to off-site construction.							
MM N-4: Require Equipment Maintenance. All construction equipment shall be maintained in good working order and fitted with the appropriate silencers, mufflers or acoustic covers where applicable.	Applicant, Construction Supervisor	City of Moreno Valley, Planning Division, Building and Safety Division	During Construction				
MM N-5: Locate Material Stockpiles 1,200 Feet from Residences south of the Freeway. Material stockpiles shall be located at least 1,200 feet from residences south of future Eucalyptus Avenue along World Logistics Center Parkway (formerly Theodore Street) and Redlands Boulevard. Remotely locating the stockpiles reduces the noise at the residences from equipment traveling to and from the stockpiles and the noise that is sometimes associated with handling of material. *Note: This Mitigation Measure has been fulfilled through the adoption of the World Logistics Center Specific Plan.*	Applicant, Construction Supervisor	City of Moreno Valley, Planning Division, Building and Safety Division	During Construction				

Mitigation Measures	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
						Date	Monitor
Note: Mitigation Measure MM N-5 has been updated to reflect the current street name.							
TRANSPORTATION AND TRAFFIC							
MM TT(C)-1: *Note that Mitigation Measures TT(C)-1 through TT(C)-3 either do not apply to the Proposed Project or have already been implemented.*				N/A	N/A		
MM TT(C)-2: *Note that Mitigation Measures TT(C)-1 through TT(C)-3 either do not apply to the Proposed Project or have already been implemented.*				N/A	N/A		
MM TT(C)-3: *Note that Mitigation Measures TT(C)-1 through TT(C)-3 either do not apply to the Proposed Project or have already been implemented.*				N/A	N/A		
UTILITIES AND SERVICE SYSTEMS							
MM W-1: Prior to issuance of a Precise Grading Permit, Planting and Irrigation Plans shall be submitted for review and prior to the issuance of a building permit, approved by the City. Such plans shall contain the following components: • The plans shall incorporate water conservation principles as detailed in the Moreno Valley Municipal Code § 9.17.030 Landscape and irrigation design standards. • Plant types shall be grouped together according to their water, soil, sun and shade requirements and in relation to the buildings. Plants with different water needs shall be irrigated separately. • Plans shall be designed in accordance with soil tests to determine	Applicant	City of Moreno Valley, Planning Division	Plan Check Review/Prior to Issuance of Building Permit				

Mitigation Measures	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
						Date	Monitor
appropriate specifications of soil amendments and to facilitate selection of water-efficient plant species suitable for the site. Soil amendments such as compost shall be provided to improve water-holding capacity of soil, where soil conditions warrant. • All exposed surfaces of non-turf areas within the developed landscape area shall be mulched with a minimum three-inch (3") layer of material, except in areas with groundcover planted from flats where mulch depth shall be one and one-half inches (1.5"). • Turf areas shall be limited to public gathering areas and used in compliance with City approved water budget formula(s) and specifications. • All irrigation systems shall be designed to prevent runoff, over-spray, low head drainage (occurs where sprinkler systems are installed in sloped areas) and other similar conditions where water flows offsite on to adjacent property, non-irrigated areas, walk, roadways, or structures. Irrigation systems shall be designed, constructed, managed, and maintained to achieve as high an overall efficiency as possible. • Landscaped areas shall be provided with a) smart irrigation controllers which automatically adjusts the frequency and/or duration of irrigation events in response to changing weather conditions; b) rain-sensing devices to prevent irrigation during rainy weather; c) anti-drain							

Mitigation Measures	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
						Date	Monitor
check valves installed at strategic points to minimize or prevent low-head drainage; and d) pressure regulators when the static water pressure exceeds the maximum recommended operating pressure of the irrigation system. • The planting areas shall be grouped in relation to moisture control zones based on similarity of water requirements (i.e., turf separate from shrub and groundcover, full sun exposure areas separate from shade areas; top of slope separate from toe of slope).							

PLANNING COMMISSION RESOLUTION NO. 2019-18

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MORENO VALLEY RECOMMENDING THAT THE CITY COUNCIL APPROVE APPLICATION NO. PEN18-0191 TO AMEND THE GENERAL PLAN LAND USE MAP TO CHANGE THE LAND USE DESIGNATION FROM COMMERCIAL TO BUSINESS PARK ON APPROXIMATELY 19.7 ACRES (13.2 ACRES OF WHICH IS DEVELOPABLE) LOCATED AT THE NORTHEAST CORNER OF REDLANDS BOULEVARD AND EUCALYPTUS AVENUE, AND TO AMEND TEXT IN SECTION 5.1 OF THE CIRCULATON ELEMENT OF THE GENERAL PLAN AND ADDING A NEW POLICY 5.5.12 TO CHAPTER 9, GOALS AND OBJECTIVES

WHEREAS, the applicant, Highland Fairview, LLC, filed Application No. PEN18-0191, requesting an amendment to the Moreno Valley General Plan, as described in the title of this resolution and the attached Exhibit A; and

WHEREAS, on March 28, 2019, the Planning Commission of the City of Moreno Valley held a public hearing to consider the subject applications and all of the environmental documentation prepared for the project; and

WHEREAS, all legal prerequisites to the adoption of this Resolution have occurred; and

WHEREAS, the City has evaluated this project against the Settlement Agreement dated January 7, 2010 and determined that it is consistent with the terms of the Agreement and will not result in a significant impact on the environment as defined in CEQA Guidelines Section 15382; and

WHEREAS, the Planning Commission considered the Addendum to the certified EIR (PA07-0089) prepared for the project for the purpose of compliance with the California Environmental Quality Act (CEQA). Based on the Addendum, it was determined that the project impacts remain less than significant and certification of the Addendum to the previously approved Highland Fairview Corporate Park Environmental Impact Report is recommended.

NOW, THEREFORE, BE IT RESOLVED, it is hereby found, determined and resolved by the Planning Commission of the City of Moreno Valley as follows:

A. This Planning Commission hereby specifically finds that all of the facts set forth above in this Resolution are true and correct.

B. Based upon substantial evidence presented to this Planning Commission during the above-referenced meeting, including written and

oral staff reports, and the record from the public hearing, this Planning Commission hereby specifically finds as follows:

1. Conformance with General Plan Policies – The proposed General Plan Amendment is consistent with the General Plan, and its goals, objectives, policies and programs.

   FACT: Highland Fairview proposes to modify the previously approved Highland Fairview Corporate Park project by changing the land use designation for a total of 19.7 acres, including Parcel 3 of Parcel Map 35629 from Commercial to Business Park.

   In 2009, the City of Moreno Valley approved Plot Plan PA07-0091, which allowed for the development of a 1,820,000 square foot industrial building, a second, 600,000 square foot industrial building, a 120,000 square foot retail center and a second, 80,000 square foot retail center within the Highland Fairview Corporate Park project. The applicant now wishes to replace the 600,000 square foot industrial building and the 120,000 square foot retail center concepts with a single, 768,000 square foot industrial building on Parcels 2 and 3 of Parcel Map 35629.

   The westerly portion of the project site has a current General Plan designation of Commercial. The proposed General Plan Amendment would change the land use designation on the approximately 19.7 acres located at the northeast corner of Redlands Boulevard and Eucalyptus Avenue from Commercial to Business Park. The balance of the project site would remain designated Business Park.

   The project as designed and conditioned, will achieve the objectives of the City of Moreno Valley's General Plan. The project will reduce the amount of land designated in the General Plan as Commercial in the area; however, approximately 9.36 acres of land designated in the General Plan as Commercial will remain along Theodore Street (east side of Sketchers) and approximately 15.67 acres of land designated as Commercial is located along the west side of Redlands Boulevard. Additionally, a significant amount of land designated in the General Plan as Commercial is located within the Stoneridge commercial development to the west at Moreno Beach Drive. Thus, adequate commercial land remains available and as such, the proposed project is consistent with the General Plan and with its goals, objectives, policies, and programs established within the Plan.

   The project site is bounded by Redlands Boulevard along its western property line, Eucalyptus Avenue along its southern property line, and State Route 60 along its northern property line. Beyond the contiguous streets, land uses surrounding the project site are primarily vacant

and/or industrial uses within World Logistics Center Specific Plan areas and the Aldi Distribution Center and Prologis Industrial developments.

General Plan Policy 2.5.1 states that the primary purpose of areas designated Business Park/Industrial is to provide for manufacturing, research and development, warehousing and distribution, as well as office and support commercial activities.

With approval of the requested General Plan Amendment, the project as designed and conditioned will achieve the objectives of the City of Moreno Valley's General Plan for Industrial land uses, and will promote development of the undeveloped portion of the project site in a manner that is consistent with existing industrial developments within the immediate area.

The General Plan Amendment also includes text amendments to Section 5.1 of the Circulation Element of the General Plan and a new Policy, 5.5.12 to Chapter 9 Goals and Objectives. These modifications provided added clarification with regard to the types of innovative road designs that may be considered and implemented to ensure the most effective and efficient circulation network. These text modifications will be consistent with the overall General Plan, and its goals, objectives, policies and programs.

2. Health, Safety and Welfare – The proposed General Plan Amendment will not be detrimental to the public health, safety or welfare.

FACT: The proposed General Plan Amendment is a legislative action and will not result in any direct physical impacts; therefore, the action itself could not be detrimental to the public health, safety or welfare.

The change in land use designation for the 19.7 acres of mostly vacant land includes approximately 13.2 acres for future industrial development that is consistent with the General Plan, Zoning, and public health safety and welfare as well as approximately 6.5 acres that will ultimately be required for the State Route 60 right-of-way.

An Addendum to the EIR was prepared for the project for the purpose of compliance with the California Environmental Quality Act (CEQA). Based on the Addendum and its recommendations, it was determined that the project impacts remain less than significant and certification of an Addendum to the previously approved Highland Fairview Corporate Park Environmental Impact Report is recommended.

There is no evidence that the proposed project will have a significant impact on public health or be materially injurious to surrounding properties of the environment as a whole.

BE IT FURTHER RESOLVED that the Planning Commission HEREBY APPROVES Resolution No. 2019-18, and RECOMMENDS that the City Council:

1. APPROVE General Plan Amendment Application No. PEN18-0191, based on the findings contained in this Resolution and as depicted on the map attached as Exhibit "A"; and,
2. APPROVE the modifications to Section 5.1 of the Circulation Element of the General Plan, and the addition of Policy 5.5.12 on page 9-21 of Chapter 9, Goals and Objectives in the General Plan by adding language identified in Exhibit "B"

APPROVED this 28th day of March 2019.

_____
Jeffrey Barnes
Chair, Planning Commission

ATTEST:

_____
Patty Nevins, Planning Official
Secretary to the Planning Commission

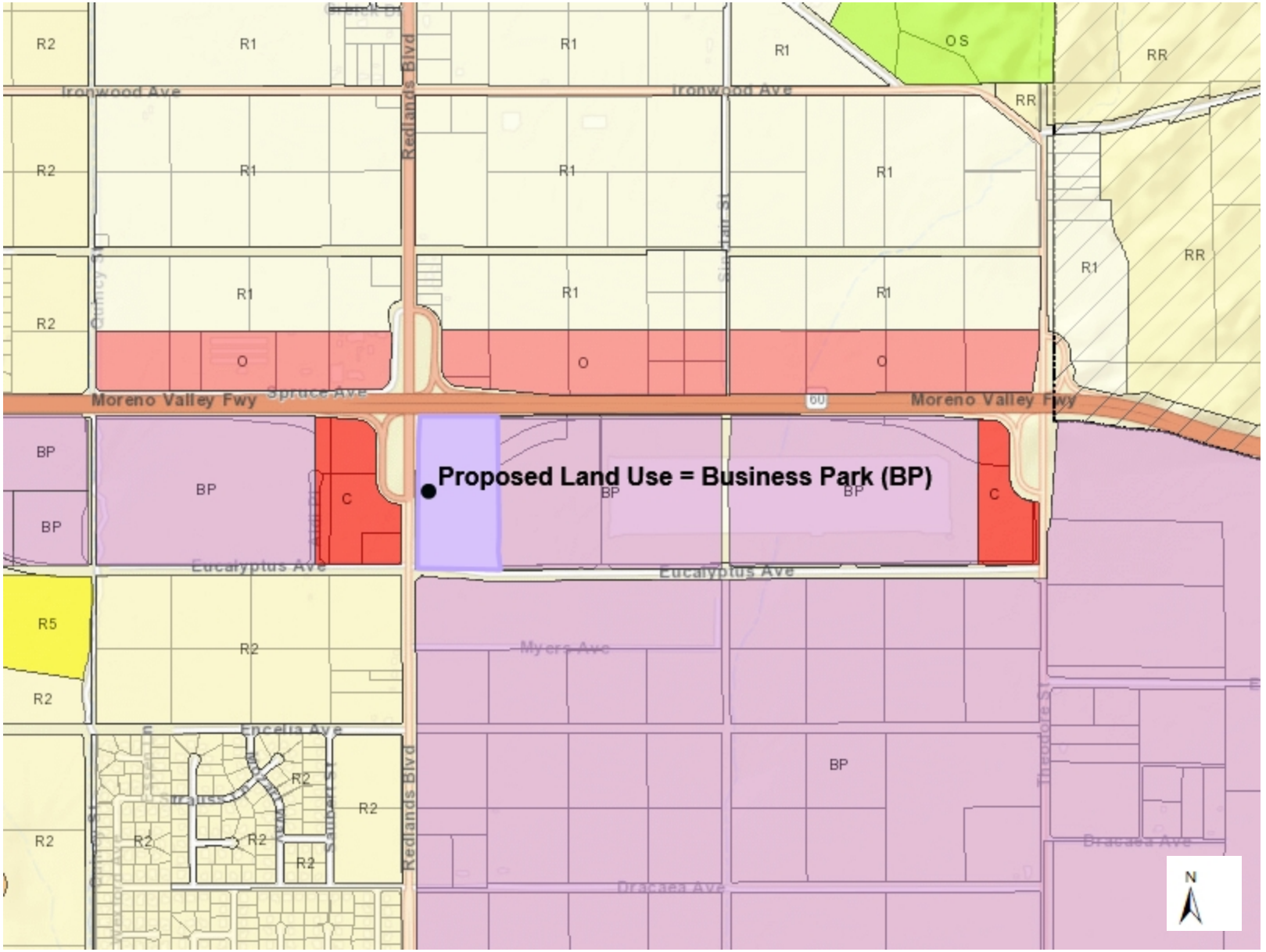
APPROVED AS TO FORM:

_____
City Attorney

Attachments

Exhibit A: General Plan Map
Exhibit B: Amended Section 5.1 of the Circulation Element and New Policy 5.5.12, Chapter 9 Goals and Objectives

General Plan Amendment
PEN18-0191



Legend

Land Use

- Residential: Max. 1 du/ac
- Mixed Use
- Residential: Max. 2 du/ac
- Rural Residential: Max 2.5 du/ac
- Residential: Max. 3 du/ac
- Residential: Max. 5 du/ac
- Residential: Max. 5 or 15 du/ac
- Residential: Max. 10 du/ac
- Residential: Max.15 du/ac
- Residential: Max. 20 du/ac
- Residential: Max. 30 du/ac
- Hillside Residential
- Planned Residential
- Residential/Office
- Office
- Commercial
- Business Park/Light Industrial
- Open Space
- Public Facilities
- Floodplain

Parcels
City Boundary
Sphere of Influence

Notes

Current Land Use = Commercial (C)
Proposed Land Use = Business Park (BP)

2,523.8 0 1,261.92 2,523.8 Feet

WGS_1984_Web_Mercator_Auxiliary_Sphere

Print Date: 3/14/2019

DISCLAIMER: The information shown on this map was compiled from the City of Moreno Valley GIS and Riverside County GIS. The land base and facility information on this map is for display purposes only and should not be relied upon without independent verification as to its accuracy. Riverside County and City of Moreno Valley will not be held responsible for any claims, losses or damages resulting from the use of this map.

Attachment: Exhibit A Proposed General Plan Map to Resolution 2019-18 (3493 : Highland Fairview GPA,

EXHIBIT B

Add the following language as the last sentence of paragraph one of Section 5.1 of the Circulation Element on page 5-1, as follows:

5. Circulation Element

5.1 Introduction

The purpose of the Circulation Element is to ensure a complete, balanced and well maintained circulation system that relies on vehicular travel and transit, and incorporates alternative modes including bikeways and pedestrian facilities. The Circulation Element is designed to support the land uses promulgated in the Land Use Element. The Circulation Plan also is designed to support regional traffic that crosses the City, and allows Moreno Valley residents and businesses to travel comfortably to and from other cities and counties**. "Consider innovative design and program solutions to improve the mobility, efficiency, connectivity, and safety of the transportation system. Innovative design solutions include, but are not limited to, traffic calming devices, roundabouts, traffic circles, curb extensions, separated bicycle infrastructure, pedestrian scramble intersections, high visibility pedestrian treatments and infrastructure, and traffic signal coordination."**

Add the following language as a new Policy 5.5.12 on page 9-21 of Chapter 9 Goals and Objectives, as follows:

"Policy 5.5.12 Consider innovative design and program solutions to improve the mobility, efficiency, connectivity, and safety of the transportation system. Innovative design solutions include, but are not limited to, traffic calming devices, roundabouts, traffic circles, curb extensions, separated bicycle infrastructure, pedestrian scramble intersections, high visibility pedestrian treatments and infrastructure, and traffic signal coordination."

PLANNING COMMISSION RESOLUTION NO. 2019-19

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MORENO VALLEY RECOMMENDING THAT THE CITY COUNCIL APPROVE ZONE CHANGE APPLICATION NO. PEN18-0192: AN AMENDMENT TO THE OFFICIAL ZONING ATLAS, CHANGING THE ZONING CLASSIFICATION FROM COMMUNITY COMMERCIAL (CC) TO LIGHT INDUSTRIAL (LI) FOR APPROXIMATELY 19.7 ACRES LOCATED AT THE NORTHEAST CORNER OF REDLANDS BOULEVARD AND EUCALYPTUS AVENUE

WHEREAS, the applicant, Highland Fairview, filed Application No. PEN18-0192, requesting an amendment to Page 63 of the Official Zoning Atlas to the zoning classification for certain property, as described in the title of this resolution and the attached Exhibit A; and

WHEREAS, the application has been evaluated in accordance with established City of Moreno Valley procedures, and with consideration of the General Plan and other applicable regulations; and

WHEREAS, the proposed application for the Zone Change has been fully evaluated and considered with respect to the City's General Plan; and

WHEREAS, the City has evaluated this project against the Settlement Agreement dated January 7, 2010 and determined that it is consistent with the terms of the Agreement and will not result in a significant impact on the environment as defined in CEQA Guidelines Section 15382; and

WHEREAS, the Planning Commission considered the Addendum to the Certified EIR (PA07-0089) prepared for the project, and it was determined that the project impacts remain less than significant and certification of the Addendum to the Highland Fairview Corporate Park Environmental Impact Report is recommended; and

WHEREAS, on March 28, 2019, the Planning Commission of the City of Moreno Valley held a public hearing to consider the subject applications and all of the environmental documentation prepared for the project; and

WHEREAS, all legal prerequisites to the adoption of this Resolution have occurred; and

NOW, THEREFORE, BE IT RESOLVED, it is hereby found and determined and resolved by the Planning Commission of the City of Moreno Valley as follows:

A. This Planning Commission hereby specifically finds that all of the facts set forth above in this Resolution are true and correct.

B. Based upon substantial evidence presented to this Planning Commission during the above-referenced meeting, including written and oral staff reports, and the record from the public hearing, this Planning Commission hereby specifically finds as follows:

1. Conformance with General Plan Policies – The proposed Change of Zone is consistent with the General Plan, and its goals, objectives, policies and programs.

FACT: : Highland Fairview proposes to modify the previously approved Highland Fairview Corporate Park project by changing the land use designation for Parcel 3 of Parcel Map 35629, from Commercial to Business Park and allowing for the development of a 768,000 square foot industrial building by combining Parcels 2 and 3 of Parcel Map 35629.

In 2009, the City of Moreno Valley approved Plot Plan PA07-0091, which allowed for the development of a 1,820,000 square foot industrial building, a second, 600,000 square foot industrial building, a 120,000 square foot retail center and a second, 80,000 square foot retail center within the Highland Fairview Corporate Park project. The applicant now wishes to replace the 600,000 square foot industrial building and the 120,000 square foot retail center concepts with a single, 768,000 square foot industrial building on Parcels 2 and 3 of Parcel Map 35629.

The proposed General Plan Amendment would change the land use designation on approximately 19.7 acres currently designated as Commercial to Light Industrial, including 13.2 acres proposed for industrial development and 6.5 acres within the future State Route 60 right-of-way. The project is located at the northeast corner of Redlands Boulevard and Eucalyptus Avenue. The balance of the project site would remain designated Business Park.

The project as designed and conditioned, will achieve the objectives of the City of Moreno Valley's General Plan. The project will reduce the amount of General Plan land designated as Commercial in the area; however, approximately 9.36 acres of Commercial designated land will remain along Theodore Street (east side of Sketchers) and approximately 15.67 acres of Commercial is located along the west side of Redlands Boulevard. Additionally, a significant amount of Commercial designated land is located within the Stoneridge commercial development to the west at Moreno Beach Drive provides adequate commercial land in the surrounding area. As such, the proposed project is consistent with the General Plan and with its goals, objectives, policies, and programs established within the Plan.

The project site is bounded by Redlands Boulevard along its western property line and Eucalyptus Avenue along its southern property line and State Route 60 along its northern property line. Beyond the contiguous streets, land uses surrounding the project site are primarily vacant and, or industrial uses within World Logistics Center Specific Plan areas and the Aldi Distribution Center and Prologis Industrial developments. .

General Plan Policy 2.5.1 states that the primary purpose of areas designated Business Park/Industrial is to provide for manufacturing, research and development, warehousing and distribution, as well as office and support commercial activities.

With approval of the requested General Plan Amendment, the project as designed and conditioned will achieve the objectives of the City of Moreno Valley's General Plan, and will promote development of the undeveloped portion of the project site, that is consistent with existing industrial developments within the immediate area.

2. Conformance with the Zoning Regulations – The proposed Zone Change is consistent with the purposes and intent of Title 9 of the City of Moreno Valley Municipal Code.

FACT: The proposed Zone Change would change the land use for approximately 19.7 acres from Community Commercial (CC) to Light Industrial (LI) located at the northeast corner of Redlands Boulevard and Eucalyptus Avenue. However, only 13.2 acres is developable as the remaining 6.5 acres is within the future State Route 60 right-of-way.

The project will reduce the amount of Community Commercial zoning in the area; however, approximately 9.36 acres of Community Commercial zoning will remain along Theodore Street (east side of Sketchers) and approximately 15.67 acres of Community Commercial is located along the west side of Redlands Boulevard. Additionally, a significant amount of Community Commercial zoning within the Stoneridge commercial development to the west at Moreno Beach Drive. Thus, adequate commercial uses for residents and/or workers will be provided within the surrounding area.

The LI zone defers to the City's Municipal Code for development standards. With the adoption of the change of zoning, the project would be consistent with the purposes and intent of Title 9 of the Municipal Code.

3. Health, Safety and Welfare – The proposal will not be detrimental to the public health, safety or welfare.

FACT: The proposed Zone Change is a legislative action and will not result in any direct physical impacts; therefore, the action itself could not be detrimental to the public health, safety or welfare.

The change in land use designation for the 19.7 acres of mostly vacant land, will allow for future industrial development on 13.2 acres that is consistent with the General Plan, zoning, and public health safety and welfare. The additional 6.5 acres is within the future State Route 60 right-of-way.

An Addendum to the EIR was prepared for the project for the purpose of compliance with the California Environmental Quality Act (CEQA). Based on the Addendum and its recommendations, it was determined that the project impacts remain less than significant and certification of an Addendum to a previously approved Negative Declaration for the Highland Fairview Corporate Park, Environmental Impact Report is recommended.

There is no evidence that the proposed project will have a significant impact on public health or be materially injurious to surrounding properties of the environment as a whole. Therefore, it is determined that the proposal will not result in a significant impact on the environment as defined in CEQA Guidelines Section 15382; and

BE IT FURTHER RESOLVED that the Planning Commission HEREBY APPROVES Resolution No. 2019-19, and RECOMMENDS that the City Council:

1. APPROVE Change of Zone Application No. PEN18-0192, based on the findings contained in this resolution and the Zoning Map and as depicted on the map attached as Exhibit A.

APPROVED this 28th day of March 2019.

_____
Jeffrey Barnes
Chair, Planning Commission

ATTEST:

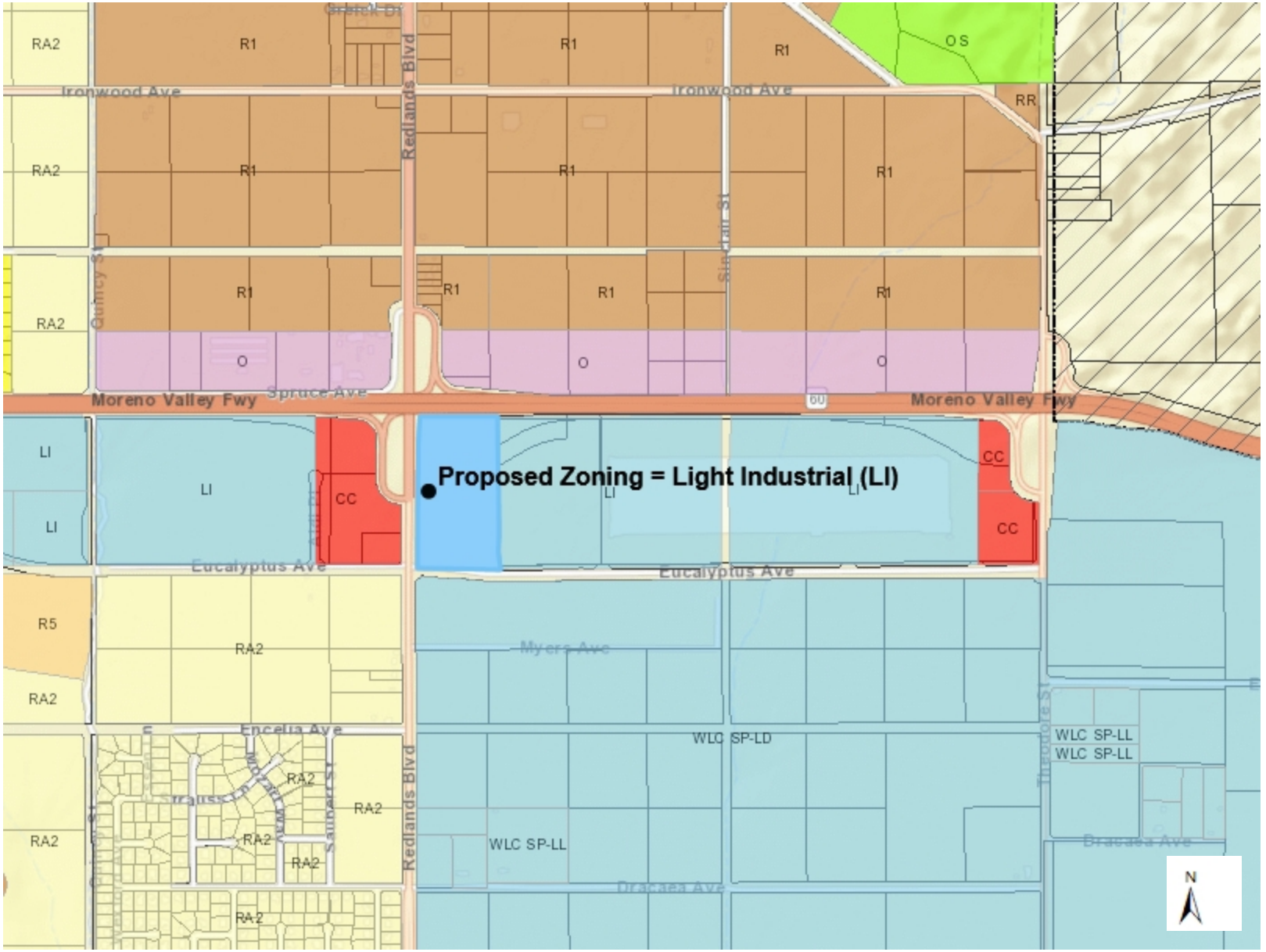
APPROVED AS TO FORM:

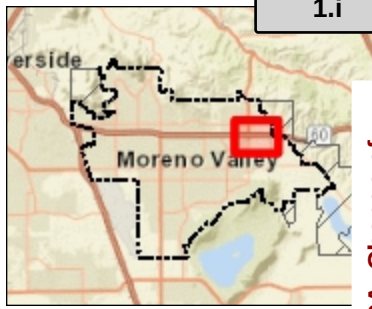
_____	_____
Patty Nevins, Planning Official Secretary to the Planning Commission	City Attorney

Attachments

Exhibit A: Zone Change Map

Change of Zone
PEN18-0192





Legend

Zoning
- Commercial
- Industrial/Business Park
- Public Facilities
- Office
- Planned Development
- Large Lot Residential
- Residential Agriculture 2 DU/AC
- Residential 2 DU/AC
- Suburban Residential
- Multi-family
- Open Space/Park

Parcels
City Boundary
Sphere of Influence

Notes

Current Zoning = Community Commercial (CC)
Proposed Zoning = Light Industrial (LI)

2,523.8 0 1,261.92 2,523.8 Feet

WGS_1984_Web_Mercator_Auxiliary_Sphere

Print Date: 3/14/2019

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PLANNING COMMISSION RESOLUTION NO. 2019-20

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MORENO VALLEY RECOMMENDING THAT THE CITY COUNCIL APPROVE PLOT PLAN APPLICATION NO. PEN18-0254, FOR DEVELOPMENT OF A 768,000 SQUARE FOOT INDUSTRIAL PROJECT ON 36.8 ACRES LOCATED AT THE NORTHEAST CORNER OF REDLANDS BOULEVARD AND EUCALYPTUS AVENUE

Section 1:

WHEREAS, Highland Fairview, has filed an application for the approval of Plot Plan PEN18-0254 for development of a 768,000 square foot industrial building on 36.8 acres as described in the title above; and

WHEREAS, the application has been evaluated in accordance with established City of Moreno Valley (City) procedures, and with consideration of the General Plan, Moreno Valley Specific Plan and other applicable regulations; and

WHEREAS, the City has reviewed this project and determined that it is consistent with the site's General Plan Business Park designation, all applicable General Plan policies and the Light Industrial zoning district subject to approval of a General Plan Amendment, Zone Change and plot plan; and

WHEREAS, the City has evaluated this project against the Settlement Agreement dated January 7, 2010 and determined that it is consistent with the terms of the Agreement and will not result in a significant impact on the environment as defined in CEQA Guidelines Section 15382; and

WHEREAS, the Planning Commission considered the Addendum prepared for the project for the purpose of compliance with the California Environmental Quality Act (CEQA). Based on the Addendum, it was determined that the project impacts remain less than significant and certification of the Addendum to the previously approved Highland Fairview Corporate Park Plan Environmental Impact Report is recommended; and

WHEREAS, upon completion of a thorough development review process the project was appropriately agendized and noticed for a public hearing before the Planning Commission of the City of Moreno Valley (Planning Commission); and

WHEREAS**,** the public hearing notice for this project was published in the local newspaper on March 16, 2019. Public notice was sent to all property owners of record within 300 feet of the project site on March 15, 2019. The public hearing notice for this project was also posted on the project site on March 16, 2019;

WHEREAS, on March 28, 2019, the Planning Commission held a public hearing to consider the application; and

WHEREAS, all legal prerequisites to the adoption of this Resolution have occurred; and

WHEREAS, pursuant to Government Code Section 66020(d)(1), NOTICE IS HEREBY GIVEN that this project is subject to certain fees, dedications, reservations and other exactions as provided herein.

NOW, THEREFORE, BE IT RESOLVED, it is hereby found, determined and resolved by the Planning Commission as follows:

A. This Planning Commission hereby specifically finds that all of the facts set forth above in this Resolution are true and correct.

B. Based upon substantial evidence presented to this Planning Commission during the above-referenced meeting on March 28, 2019, including written and oral staff reports, public testimony and the record from the public hearing, this Planning Commission hereby specifically finds as follows:

1. Conformance with General Plan Policies – The proposed project is consistent with the General Plan, and its goals, objectives, policies and programs.

   FACT: General Plan Policy 2.5.1 states that the primary purpose of areas designated Business Park/Industrial is to provide for manufacturing, research and development, warehousing and distribution, as well as office and support commercial activities.

   The project as designed and conditioned, will achieve the objectives of the City of Moreno Valley's General Plan. The project will reduce the amount of commercially designated land in the area; however, approximately 9.36 acres of land designated in the General Plan for commercial use will remain along Theodore Street (east side of Sketchers) and approximately 15.67 acres of Commercial is located along the west side of Redlands Boulevard. Additionally, a significant amount of land designated in the General Plan for Commercial is located within the Stoneridge commercial development to the west at Moreno Beach Drive. As such, the proposed project, along with the accompanying General Plan Amendment, is consistent with the General Plan and with its goals, objectives, policies, and programs established within the Plan.

2. Conformance with Zoning Regulations – The proposed project complies with all applicable zoning and other regulations.

   FACT: The proposed Plot Plan includes development of a 768,000 square foot industrial project and associated improvements on

approximately 36.8 acres of land located at the northeast corner of Redlands Boulevard and Eucalyptus Avenue.

The project will reduce the amount of Community Commercial zoning in the area; however, approximately 9.36 acres of Community Commercial zoning will remain along Theodore Street (east side of Sketchers) and approximately 15.67 acres of Community Commercial is located along the west side of Redlands Boulevard. Additionally, a significant amount of Community Commercial zoning within the Stoneridge commercial development to the west at Moreno Beach Drive provides adequate commercial uses for residents and/or workers within the surrounding area. As such, the proposed project, along with the accompanying Change of Zone, is consistent with the applicable provisions of the Zoning Ordinance.

The proposed project as designed and conditioned further complies with the development requirements of the proposed Light Industrial zoning district and would be consistent with the purposes and intent of Title 9 of the Municipal Code.

3. Health, Safety and Welfare – The proposed project will not be detrimental to the public health, safety or welfare or materially injurious to properties or improvements in the vicinity.

FACT: The proposed Plot Plan as designed and conditioned will provide acceptable levels of protection from natural and man-made hazards to life, health, and property consistent with General Goal 9.6.1. The project site is located less than 5 miles from Fire Station No. 58 located to the west on Eucalyptus Avenue, east of Moreno Beach Drive. Therefore, adequate emergency services can be provided to the site consistent with General Plan Goals 9.6.1.

The proposed project as designed and conditioned will result in a development that will minimize the potential for loss of life and protect residents, workers, and visitors to the City from physical injury and property damage due to seismic ground shaking and flooding as provided for in General Plan Objective 6.1 and General Plan Objective 6.2.

The project site is bounded by Redlands Boulevard along its western property line and Eucalyptus Avenue along its southern property line and State Route 60 along its northern property line. Beyond the contiguous streets, land uses surrounding the project site are primarily vacant Office Zoned properties to the north, vacant Specific Planned areas for the World Logistics Center Specific Plan areas to the south, a 1,820,000 square foot industrial building to the east and a mix of industrial, vacant properties and single family residential zones to the west and south west.

With the accompanying Change of Zone and General Plan amendment, the project as designed is consistent with the Light Industrial developments to the east and west. Planning staff worked with Kimley-Horn and Associates in the preparation of an Addendum to the Environmental Impact Report in accordance with the provisions of the California Environmental Quality Act (CEQA). Based on the findings of the Addendum, it was determined that the project impacts remain less than significant and certification of an Addendum to the previously approved Highland Fairview Corporate Park Plan Environmental Impact Report is recommended.

4. Location, Design and Operation – The location, design and operation of the proposed project will be compatible with existing and planned land uses in the vicinity.

FACT: The project is located at the northeast corner of Redlands Boulevard and Eucalyptus Avenue and contains a significant drop in elevation from the State Route 60 to the north. Permitted uses for the 36.8 acre project site are the uses listed under the Light Industrial zone.

The Light Industrial (LI) zone of the Moreno Valley Zoning Code states that land designated LI zone is intended for light manufacturing, light industrial, research and development, warehousing, distribution, professional offices and commercial uses on a limited basis.

The applicant has proposed a roundabout at the intersection of Redlands Boulevard and Eucalyptus Avenue. The roundabout ensures that any trucks that exit the freeway at Redlands Boulevard will have an opportunity to turn around rather than proceeding south along Redlands Boulevard. The project as designed and conditioned is compatible with existing and proposed land uses in the vicinity.

Section 2:

FEES, DEDICATIONS, RESERVATIONS, AND OTHER EXACTIONS

1. FEES

Impact, mitigation and other fees are due and payable under currently applicable ordinances and resolutions. These fees may include but are not limited to: Development Impact Fee, Transportation Uniform Mitigation Fee (TUMF), Multi-species Habitat Conservation Plan (MSHCP) Mitigation Fee, Stephens Kangaroo Habitat Conservation fee, Underground Utilities in lieu Fee, Area Drainage Plan fee, Bridge and Thoroughfare Mitigation fee (Future) and Traffic Signal Mitigation fee. The final amount of fees payable is dependent upon information provided by the applicant and will be determined at the time the fees become due and payable.

Unless otherwise provided for by this Resolution, all impact fees shall be calculated and collected at the time and in the manner provided in Chapter 3.32 of the City of Moreno Valley Municipal Code or as so provided in the applicable ordinances and resolutions. The City expressly reserves the right to amend the fees and the fee calculations consistent with applicable law.

2. DEDICATIONS, RESERVATIONS, AND OTHER EXACTIONS

The adopted Conditions of Approval for PEN18-0254, incorporated herein by reference, may include dedications, reservations, and exactions pursuant to Government Code Section 66020 (d) (1).

3. CITY RIGHT TO MODIFY/ADJUST; PROTEST LIMITATIONS

The City expressly reserves the right to establish, modify or adjust any fee, dedication, reservation or other exaction to the extent permitted and as authorized by law.

Pursuant to Government Code Section 66020(d)(1), NOTICE IS FURTHER GIVEN that the 90 day period to protest the imposition of any impact fee, dedication, reservation, or other exaction described in this Resolution begins on the effective date of this Resolution and any such protest must be in a manner that complies with Section 66020(a) and failure to timely follow this procedure will bar any subsequent legal action to attack, review, set aside, void or annul imposition.

The right to protest the fees, dedications, reservations, or other exactions does not apply to planning, zoning, grading, or other similar application processing fees or service fees in connection with this project and it does not apply to any fees, dedication, reservations, or other exactions of which a notice has been given similar to this, nor does it revive challenges to any fees for which the applicable statute of limitations has previously expired.

Section 3:

BE IT FURTHER RESOLVED that the Planning Commission HEREBY APPROVES Resolution No. 2019-19, and RECOMMENDS that the City Council:

1. APPROVE Plot Plan Application No. PEN18-0254, based on the findings contained in this resolution and subject to the conditions of approval included as Exhibit A.

APPROVED this 28th day of March, 2019.

_____
Jeffrey Barnes
Chair, Planning Commission

ATTEST:

_____
Patty Nevins, Planning Official
Secretary to the Planning Commission

APPROVED AS TO FORM:

_____
City Attorney

Attachments:

Exhibit A: Conditions of Approval to Resolution No. 2019-20

CITY OF MORENO VALLEY
CONDITIONS OF APPROVAL
Plot Plan (PEN18-0254)

EFFECTIVE DATE:
EXPIRATION DATE:

COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division

1. The developer, or the developer's successor-in-interest, shall be responsible for maintaining any undeveloped portion of the site in a manner that provides for the control of weeds, erosion and dust. (MC 9.02.030)

2. Unless specifically superseded herein, these conditions of approval do not replace or supersede the final conditions of approval for approved project PEN18-0241 or any related projects or plan checks.

3. The expiration date of this modification does not extend the expiration of any related project or activity.

4. This approval shall expire three years after the approval date of this project unless used or extended as provided for by the City of Moreno Valley Municipal Code; otherwise it shall become null and void and of no effect whatsoever. Use means the beginning of substantial construction contemplated by this approval within the three-year period, which is thereafter pursued to completion, or the beginning of substantial utilization contemplated by this approval. (MC 9.02.230)

5. In the event the use hereby permitted ceases operation for a period of one (1) year or more, or as defined in the current Municipal Code, this permit may be revoked in accordance with provisions of the Municipal Code. (applicable to CUP's)

6. All landscaped areas shall be maintained in a healthy and thriving condition, free from weeds, trash and debris. (MC 9.02.030)

7. The required parking for this use shall comply with the Parking Analysis on file and all applicable requirements of the City of Moreno Valley Municipal Code (MC 9.11.040).

8. The site shall be developed in accordance with the approved plans on file in the Community Development Department - Planning Division, the Municipal Code regulations, General Plan, and the conditions contained herein. Prior to any use of the project site or business activity being commenced thereon, all Conditions of

Approval shall be completed to the satisfaction of the Planning Official. (MC 9.14.020)

9. Any signs indicated on the submitted plans are not included with this approval. Any signs, whether permanent (e.g. wall, monument) or temporary (e.g. banner, flag), require separate application and approval by the Planning Division. No signs are permitted in the public right of way. (MC 9.12)

10. All site plans, grading plans, landscape and irrigation plans, fence/wall plans, lighting plans and street improvement plans shall be coordinated for consistency with this approval.

Special Conditions

11. In the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries:

a) One or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be provided to the City of Moreno Valley Planning Department:

i. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place they were found with no development affecting the integrity of the resources.

ii. Onsite reburial of the discovered items as detailed in the treatment plan required pursuant to Mitigation Measure CR-2. This shall include measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed. No recordation of sacred items is permitted without the written consent of all Consulting Native American Tribal Governments as defined in CR-2. The location for the future reburial area shall be identified on a confidential exhibit on file with the City, and concurred to by the Consulting Native American Tribal Governments prior to certification of the environmental document.

12. If potential historic or cultural resources are uncovered during excavation or construction activities at the project site, work in the affected area must cease immediately and a qualified person meeting the Secretary of the Interior's standards (36 CFR 61), Tribal Representatives, and all site monitors per the Mitigation Measures, shall be consulted by the City to evaluate the find, and as appropriate recommend alternative measures to avoid, minimize or mitigate negative effects on the historic, or prehistoric resource. Determinations and recommendations by the consultant shall be immediately submitted to the Planning Division for consideration,

and implemented as deemed appropriate by the Community Development Director, in consultation with the State Historic Preservation Officer (SHPO) and any and all Consulting Native American Tribes as defined in CR-1 before any further work commences in the affected area.

13. If human remains are discovered, no further disturbance shall occur in the affected area until the County Coroner has made necessary findings as to origin. If the County Coroner determines that the remains are potentially Native American, the California Native American Heritage Commission shall be notified within 24 hours of the published finding to be given a reasonable opportunity to identify the "most likely descendant". The "most likely descendant" shall then make recommendations, and engage in consultations concerning the treatment of the remains (California Public Resources Code 5097.98). (GP Objective 23.3, CEQA).

14. The site has been approved for a 768,000 square foot industrial warehouse building to be located on approximately 35.5 acres in the Highland Fairview Corporate Park Industrial Area. The approval includes 74 dock doors, loading bays, required parking for auto and truck trailers per the approved plans. A change or modification shall require separate approval

15. Prior to issuance of a Certificate of Occupancy of all future tenants, the tenant will develop a truck circulation strategy that will be reviewed and approved by the Planning Division and the Public Works Department-Transportation Engineering. The strategy will address directional signage both on-site and off-site, and provide supplemental information regarding truck routes to be available at the site for the purpose of ensuring that trucks do not encroach into the residential neighborhoods by using Redlands Boulevard.

16. The following Mitigation Measures apply to this project:

Prior to the issuance of a grading permit, the Developer shall retain a professional archaeologist to conduct monitoring of all mass grading and trenching activities. The Project Archaeologist shall have the authority to temporarily redirect earthmoving activities in the event that suspected archaeological resources are unearthed during Project construction. The Project Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a Cultural Resources Management Plan (CRMP) in consultation pursuant to the definition in SB18 to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. A consulting tribe is defined as a tribe that initiated the SB18 tribal consultation process for the Project, has not opted out of the SB18 consultation process, and has completed SB18 consultation with the City as provided for in Cal Pub Res Code Section 21080.3.2(b)(1) of SB18. Details in the Plan shall include:

a. Project grading and development scheduling;

b. The Project archeologist and the Consulting Tribes(s) as defined in CR-1 shall attend the pre-grading meeting with the City, the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel that will conduct earthwork or grading activities that begin work on the Project following the Initial Training must take the Cultural Sensitivity Training prior to beginning work and the Project archaeologist and Consulting Tribe(s) shall make themselves available to provide the training on an as-needed basis;

17. Prior to the issuance of a grading permit, the developer shall secure agreements with the Soboba Band of Luiseño Indians for tribal monitoring. The developer is also required to provide a minimum of 30 days advance notice to the tribes of all mass grading and trenching activities. The Native American Tribal Representatives shall have the authority to temporarily halt and redirect earth moving activities in the affected area in the event that suspected archaeological resources are unearthed. If the Native American Tribal Representatives suspect that an archaeological resource may have been unearthed, the Project Archaeologist or the Tribal Representatives shall immediately redirect grading operations in a 100-foot radius around the find to allow identification and evaluation of the suspected resource. In consultation with the Native American Tribal Representatives, the Project Archaeologist shall evaluate the suspected resource and make a determination of significance pursuant to California Public Resources Code Section 21083.2.

18. The City shall verify that the following note is included on the Grading Plan:

"If any suspected archaeological resources are discovered during ground-disturbing activities and the Project Archaeologist or Native American Tribal Representatives are not present, the construction supervisor is obligated to halt work in a 100-foot radius around the find and call the Project Archaeologist and the Tribal Representatives to the site to assess the significance of the find."

Prior to Grading Permit

19. At least thirty days prior to issuance of any grading permit, the developer shall retain

a qualified archaeologist, provide a letter identifying the name and qualifications of the archaeologist to the Planning Division for approval, to monitor all ground disturbing activities in an effort to identify any unknown archaeological resources

and to evaluate and recommend appropriate actions for any archaeological deposits exposed by construction activity.

At least thirty days prior to issuance of a grading permit, the applicant shall provide evidence that contact has been established with the appropriate Native American Tribe(s), providing notification of grading, excavation and the proposed monitoring program and to coordinate with the City and Tribe(s) to develop a cultural resources treatment and monitoring agreement. The agreement shall address treatment of known cultural resources, the designation, responsibilities and participation of Tribal monitors during grading, excavation and ground disturbing activities; project grading and development scheduling; terms of compensation; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site.

A report documenting the proposed methodology for grading monitoring shall be submitted to and approved by the Planning Division prior to issuance of any grading permit. The monitoring archaeologist shall be empowered to stop and redirect grading in the vicinity of an exposed archaeological deposit until that deposit can be fully evaluated. The archaeologist shall consult with affected Tribe(s) to evaluate any archaeological resources discovered on the project site. Tribal monitors shall be allowed to monitor all grading, excavation and groundbreaking activities, and shall also have authority to stop and redirect grading activities in consultation with the project archaeologist.

The property owner shall relinquish ownership to the Tribe(s) of all Native American cultural resources, including sacred items, burial goods and all archaeological artifacts that are found on the project site for proper treatment and disposition. All sacred sites, should they be encountered with the project site, shall be avoided and preserved as the preferred mitigation.

If any inadvertent discoveries of subsurface archaeological or cultural resources occur during grading, the applicant, project archaeologist, and Tribe(s) shall assess the significance of such resources and shall meet and confer regarding mitigation of such resources. Avoidance is the preferred method of preservation of archaeological resources. If the applicant, project archaeologist and Tribe(s) cannot agree on the significance or mitigation for such resources, the issue(s) will be presented to the Planning Official with adequate documentation. The Official shall make a determination based on the provisions of CEQA and consideration of the religious beliefs, customs and practices of the Tribe(s).

20. Prior to issuance of any grading permit, all Conditions of Approval, Mitigation Measures shall be printed on the grading plans.

21. Prior to the issuance of grading permits, decorative (e.g. colored/scored concrete

or as approve by the Planning Official) pedestrian pathways across circulation aisles/paths shall be provided throughout the development to connect dwellings with open spaces and/or recreational uses or commercial/industrial buildings with open space and/or parking. and/or the public right-of-way. The pathways shall be shown on the precise grading plan. (GP Objective 46.8, DG)

22. Prior to approval of any grading permits, final median enhancement/landscape/irrigation plans shall be submitted to the Planning Division and Public Works Department - Special Districts for review and approval by each division. (GP - Circulation Master Plan) Timing of installation shall be determined by PW-Special Districts.

23. Prior to approval of any grading permits, landscape and irrigation plans for areas within the State Highway 60 right-of-way adjacent to the project site shall be designed consistent with the State Highway 60 Corridor Design Manual, and submitted to and approved by the Planning Division. (MC 9.14.100)

24. Prior to approval of any grading plan, local and master-planned multi-use trail easements shall be shown on the rough and precise grading plans in accordance with the City's Master Trail Plan.

25. Prior to issuance of any grading permits, mitigation measures contained in the Mitigation Monitoring Program approved with this project shall be implemented as provided therein. A mitigation monitoring fee, as provided by City ordinance, shall be paid by the applicant within 30 days of project approval. No City permit or approval shall be issued until such fee is paid. (CEQA)

26. Within thirty (30) days prior to any grading or other land disturbance, a pre-construction survey for Burrowing Owls shall be conducted pursuant to the established guidelines of Multiple Species Habitat Conservation Plan. The pre-construction survey shall be submitted to the Planning Division prior to any disturbance of the site and/or grading permit issuance.

27. Prior to approval of any grading permits, the applicant shall have a qualified hazardous materials specialist examine the site to determine if there are any toxic or hazardous materials on-site which might pose a threat to human health. The examination shall include soil tests if deemed necessary by the consultant. A copy of the report, including recommended remediation or other clean-up measures, shall be provided to the Planning Division and the Public Works Department - Land Development Division by the consultant prior to any grading permits being issued. (Ord,)

28. Prior to approval of any grading permits, plans for any security gate system shall be submitted to and approved by to the Planning Division.

29. Prior to the issuance of grading permits, the site plan and grading plans shall show decorative hardscape (e.g. colored concrete, stamped concrete, pavers or as approved by the Planning Official) consistent and compatible with the design, color and materials of the proposed development for all driveway ingress/egress locations of the project. [apply to commercial and multi-family project, and major entry driveways for industrial]

30. Prior to issuance of grading permits, the developer shall submit wall/fence plans to the Planning Division for review and approval as follows:

A. 3-foot high decorative wall, solid hedge or berm shall be placed in any setback areas between a public right of way and a parking lot for screening.

B.. Any proposed retaining walls shall also be decorative in nature, while the combination of retaining and other walls on top shall not exceed the height requirement.

C. Proposed screening walls for truck loading areas and required loading docks shall also include decorative walls with decorative treatments and dimensions, with a height up to fourteen (14) feet to fully screen trucks (industrial and some situations with commercial uses).

D. The height, placement and design will be based on a site specific review of the project. All walls are subject to the approval of the Planning Official. (DC 9.08.070) [select those that apply]

31. Prior to the issuance of grading permits, a temporary project identification sign shall be erected on the site in a secure and visible manner. The sign shall be conspicuously posted at the site and remain in place until occupancy of the project. The sign shall include the following:

a. The name (if applicable) and address of the development.
b. The developer's name, address, and a 24-hour emergency telephone number.

32. Prior to issuance of grading permits, the location of the trash enclosure shall be included on the plans.

33. Prior to approval of any grading permit, the tree plan shall be submitted to and approved by the Planning Division. The plan shall identify all mature trees (4 inch trunk diameter or larger) on the subject property and City right-of-way. Using the grading plan as a base, the plan shall indicate trees to be relocated, retained, and removed. Replacement trees shall be shown on the plan, be a minimum size of 24 inch box, and meet a ratio of three replacement trees for each mature tree removed

or as approved by the Planning Official. (GP Objective 4.4, 4.5, DG)

Prior to Building Permit

34. Prior to issuance of any grading permit, all Conditions of Approval and Mitigation Measures shall be printed on the building plans.

35. Prior to the issuance of building permits, proposed covered trash enclosures shall be included in the Planning review of the Fence and Wall plan or separate Planning submittal. The trash enclosure(s), including the roof materials, shall be compatible with the architecture, color and materials of the building(s) design. Trash enclosure areas shall include landscaping on three sides. Approved design plans shall be included in a Building submittal (Fence and Wall or building design plans). (GP Objective 43.6, DG)

36. Prior to issuance of any building permits, final landscaping and irrigation plans shall be submitted for review and approved by the Planning Division. After the third plan check review for landscape plans, an additional plan check fee shall apply. The plans shall be prepared in accordance with the City's Landscape Requirements and shall include:

A. A three (3) foot high decorative wall, solid hedge or berm shall be placed in any setback areas between a public right of way and a parking lot for screening.

B. Finger and end planters with required step outs and curbing shall be provided every 12 parking stalls as well as at the terminus of each aisle.

C. Diamond planters shall be provided every 3 parking stalls.

D. Drought tolerant landscape shall be used. Sod shall be limited to gathering areas. (or No sod shall be installed) E. Street trees shall be provided every 40 feet on center in the right of way.

F. On-site trees shall be planted at an equivalent of one (1) tree per thirty (30) linear feet of the perimeter of a parking lot and per thirty linear feet of a building dimension for the portions of the building visible from a parking lot or right of way. Trees may be massed for pleasing aesthetic effects.

G. Enhanced landscaping shall be provided at all driveway entries and street corner locations The review of all utility boxes, transformers etc. shall be coordinated to provide adequate screening from public view.

H. Landscaping on three sides of any trash enclosure.

I. All site perimeter and parking lot landscape and irrigation shall be installed prior to the release of certificate of any occupancy permits for the site or pad in question (master plot plan). [only include items above that apply to the project]

37. Prior to issuance of building permits, the Planning Division shall review and approve the location and method of enclosure or screening of transformer cabinets, commercial gas meters and back flow preventers as shown on the final working drawings. Location and screening shall comply with the following criteria: transformer cabinets and commercial gas meters shall not be located within required setbacks and shall be screened from public view either by architectural treatment or landscaping; multiple electrical meters shall be fully enclosed and incorporated into the overall architectural design of the building(s); back-flow preventers shall be screened by landscaping. (GP Objective 43.30)

38. Prior to issuance of a building permit, the developer/property owner or developer's successor-in-interest shall pay all applicable impact fees due at permit issuance, including but not limited to Multi-species Habitat Conservation Plan (MSHCP) mitigation fees. (Ord)

39. Prior to building final, the developer/owner or developer's/owner's successor-in-interest shall pay all applicable impact fees, including but not limited to Transportation Uniform Mitigation fees (TUMF), and the City's adopted Development Impact Fees. (Ord)

40. Prior to or at building plan check submittal, the elevation plans shall include decorative lighting sconces on all sides of the buildings of the complex facing a parking lot, courtyard or plaza, or public right of way or open space to provide up-lighting and shadowing on the structures. Include drawings of the sconce details for each building within the elevation plans, approved by the Planning Division prior to building permit issuance.

41. Prior to issuance of building permits, screening details shall be addressed on the building plans for roof top equipment submitted for Planning Division review and approval through the building plan check process. All equipment shall be completely screened so as not to be visible from public view, and the screening shall be an integral part of the building.

42. Prior to issuance of building permits, proposed covered trash enclosure(s) shall be included in the Planning review of the Fence and Wall plans. The trash enclosure(s), including the roof materials, shall be compatible with the architecture, color and materials of the building(s) design. Trash enclosure areas shall include landscaping on three sides unless located within the truck loading area. Approved design plans shall be included in a Building submittal (Fence and walls or building design plans). (GP Objective 43.6, DG)

Prior to Building Final or Occupancy

43. Prior to building final, all required landscaping and irrigation shall be installed per plan, certified by the Landscape Architect and inspected by the Planning Division. (MC 9.03.040, MC 9.17).

44. Prior to building final, Planning approved/stamped landscape plans shall be provided to the Community Development Department – Planning Division on a CD disk.

45. Prior to building final, all required and proposed fences and walls shall be constructed according to the approved plans on file in the Planning Division. (MC 9.080.070).

COMMUNITY DEVELOPMENT DEPARTMENT

Building Division

46. The proposed non-residential project shall comply with the latest Federal Law, Americans with Disabilities Act, and State Law, California Code of Regulations, Title 24, Chapter 11B for accessibility standards for the disabled including access to the site, exits, bathrooms, work spaces, etc.

47. Prior to submittal, all new development, including residential second units, are required to obtain a valid property address prior to permit application. Addresses can be obtained by contacting the Building Safety Division at 951.413.3350.

48. Contact the Building Safety Division for permit application submittal requirements.

49. Any construction within the city shall only be completed between the hour of seven a.m. to seven p.m. Monday through Friday, excluding holidays and from eight a.m. to four p.m. on Saturday, unless written approval is obtained from the city building official or city engineer (Municipal Code Section 8.14.040.E).

50. Building plans submitted shall be signed and sealed by a California licensed design professional as required by the State Business and Professions Code.

51. The proposed development is subject to the payment of applicable processing fees as required by the City's current Fee Ordinance at the time a building permit application is submitted or prior to the issuance of permits as determined by the City.

52. The proposed project will be subject to approval by the Eastern Municipal Water

District and all applicable fees and charges shall be paid prior to permit issuance. Contact the water district at 951.928.3777 for specific details.

53. All new structures shall be designed in conformance to the latest design standards adopted by the State of California in the California Building Code, (CBC) Part 2, Title 24, California Code of Regulations including requirements for allowable area, occupancy separations, fire suppression systems, accessibility, etc. The current code edition is the 2016 CBC.

54. The proposed non-residential project shall comply with 2016 California Green Building Standards Code, Section 5.106.5.3, mandatory requirements for Electric Vehicle Charging Station (EVCS).

55. The proposed project's occupancy shall be classified by the Building Official and must comply with exiting, occupancy separation(s) and minimum plumbing fixture requirements. Minimum plumbing fixtures shall be provided per the 2016 California Plumbing Code, Table 422.1. The occupant load and occupancy classification shall be determined in accordance with the California Building Code.

56. Prior to permit issuance, every applicant shall submit a properly completed Waste Management Plan (WMP), as a portion of the building or demolition permit process. (MC 8.80.030)

FIRE DEPARTMENT

Fire Prevention Bureau

57. Prior to issuance of Certificate of Occupancy or Building Final, all commercial buildings shall display street numbers in a prominent location on the street side and rear access locations. The numerals shall be a minimum of twelve inches in height. (CFC 505.1, MVMC 8.36.060[I])

58. Prior to issuance of Certificate of Occupancy or Building Final, the applicant/developer shall install a fire sprinkler system based on square footage and type of construction, occupancy or use. Fire sprinkler plans shall be submitted to the Fire Prevention Bureau for approval prior to installation. (CFC Chapter 9, MVMC 8.36.100[D])

59. The Fire Department emergency vehicular access road shall be (all weather surface) capable of sustaining an imposed load of 80,000 lbs. GVW, based on street standards approved by the Public Works Director and the Fire Prevention Bureau. The approved fire access road shall be in place during the time of construction. Temporary fire access roads shall be approved by the Fire Prevention Bureau. (CFC 501.4, and MV City Standard Engineering Plan 108d)

60. Prior to issuance of Building Permits, the applicant/developer shall provide the Fire Prevention Bureau with an approved site plan for Fire Lanes and signage. (CFC 501.3)

61. Prior to issuance of Certificate of Occupancy or Building Final, "Blue Reflective Markers" shall be installed to identify fire hydrant locations in accordance with City specifications. (CFC 509.1 and MVLT 440A-0 through MVLT 440C-0)

62. Final fire and life safety conditions will be addressed when the Fire Prevention Bureau reviews building plans. These conditions will be based on occupancy, use, California Building Code (CBC), California Fire Code (CFC), and related codes, which are in effect at the time of building plan submittal.

63. The Fire Code Official is authorized to enforce the fire safety during construction requirements of Chapter 33. (CFC Chapter 33 & CBC Chapter 33)

64. Fire lanes and fire apparatus access roads shall have an unobstructed width of not less than twenty–four (24) feet and an unobstructed vertical clearance of not less the thirteen (13) feet six (6) inches. (CFC 503.2.1 and MVMC 8.36.060[E])

65. Prior to issuance of a Certificate of Occupancy or Building Final, a "Knox Box Rapid Entry System" shall be provided. The Knox-Box shall be installed in an accessible location approved by the Fire Code Official. All exterior security emergency access gates shall be electronically operated and be provided with Knox key switches for access by emergency personnel. (CFC 506.1)

66. The minimum number of fire hydrants required, as well as the location and spacing of fire hydrants, shall comply with the C.F.C., MVMC, and NFPA 24. Fire hydrants shall be located no closer than 40 feet to a building. A fire hydrant shall be located within 50 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 (6" x 4" x 2 ½" x 2 ½") (CFC 507.5.1, 507.5.7, Appendix C, NFPA 24-7.2.3, MVMC 912.2.1)

67. Plans for private water mains supplying fire sprinkler systems and/or private fire hydrants shall be submitted to the Fire Prevention Bureau for approval. (CFC 105 and CFC 3312.1)

68. The Fire Prevention Bureau is required to set a minimum fire flow for the remodel or construction of all commercial buildings per CFC Appendix B and Table B105.1. The applicant/developer shall provide documentation to show there exists a water system capable of delivering said waterflow for 2 hour(s) duration at 20-PSI residual operating pressure. The required fire flow may be adjusted during the approval process to reflect changes in design, construction type, or automatic fire protection

measures as approved by the Fire Prevention Bureau. Specific requirements for the project will be determined at time of submittal. (CFC 507.3, Appendix B)

69. Prior to issuance of Building Permits, the applicant/developer shall furnish one copy of the water system plans to the Fire Prevention Bureau for review. Plans shall: a. Be signed by a registered civil engineer or a certified fire protection engineer; b. Contain a Fire Prevention Bureau approval signature block; and c. Conform to hydrant type, location, spacing of new and existing hydrants and minimum fire flow required as determined by the Fire Prevention Bureau. The required water system, including fire hydrants, shall be installed, made serviceable, and be accepted by the Moreno Valley Fire Department prior to beginning construction. They shall be maintained accessible.

PUBLIC WORKS DEPARTMENT

Land Development

70. Aggregate slurry, as defined in Section 203-5 of Standard Specifications for Public Works Construction, shall be required just prior to 90% security reduction or the end of the one-year warranty period of the public streets as approved by the City Engineer. If slurry is required, a slurry mix design shall be submitted for review and approved by the City Engineer. The latex additive shall be Ultra Pave 70 (for anionic) or Ultra Pave 65 K (for cationic) or an approved equal per the geotechnical report. The latex shall be added at the emulsion plant after weighing the asphalt and before the addition of mixing water. The latex shall be added at a rate of two to two-and-one-half (2 to 2½) parts to one-hundred (100) parts of emulsion by volume. Any existing striping shall be removed prior to slurry application and replaced per City standards.

71. The developer shall comply with all applicable City ordinances and resolutions including the City's Municipal Code (MC) and if subdividing land, the Government Code (GC) of the State of California, specifically Sections 66410 through 66499.58, said sections also referred to as the Subdivision Map Act (SMA). [MC 9.14.010]

72. The final approved conditions of approval (COAs) and any applicable Mitigation Measures issued by the Planning Division shall be photographically or electronically placed on mylar sheets and included in the Grading and Street Improvement plans.

73. The developer shall monitor, supervise and control all construction related activities, so as to prevent these activities from causing a public nuisance, including but not limited to, insuring strict adherence to the following:
(a) Removal of dirt, debris, or other construction material deposited on any public street no later than the end of each working day.
(b) Observance of working hours as stipulated on permits issued by the Land

Development Division.
(c) The construction site shall accommodate the parking of all motor vehicles used by persons working at or providing deliveries to the site.
(d) All dust control measures per South Coast Air Quality Management District (SCAQMD) requirements during the grading operations.
Violation of any condition, restriction or prohibition set forth in these conditions shall subject the owner, applicant, developer or contractor(s) to remedy as noted in City Municipal Code 8.14.090. In addition, the City Engineer or Building Official may suspend all construction related activities for violation of any condition, restriction or prohibition set forth in these conditions until such time as it has been determined that all operations and activities are in conformance with these conditions.

74. Drainage facilities (e.g., catch basins, water quality basins, etc.) with sump conditions shall be designed to convey the tributary 100-year storm flows. Secondary emergency escape shall also be provided.

75. In the event right of way or offsite easements are required to construct offsite improvements necessary for the orderly development of the surrounding area to meet the public health and safety needs, the developer shall make a good faith effort to acquire the needed right of way in accordance with the Land Development Division's administrative policy. If unsuccessful, the Developer shall enter into an agreement with the City to acquire the necessary right of way or offsite easements and complete the improvements at such time the City acquires the right of way or offsite easements which will permit the improvements to be made. The developer shall be responsible for all costs associated with the right-of-way or easement acquisition. [GC 66462.5]

76. If improvements associated with this project are not initiated within two (2) years of the date of approval of the Public Improvement Agreement (PIA), the City Engineer may require that the engineer's estimate for improvements associated with the project be modified to reflect current City construction costs in effect at the time of request for an extension of time for the PIA or issuance of a permit. [MC 9.14.210(B)(C)]

77. All Conditions of Approval from previously approved PA07-0090, as they pertain to Redlands Boulevard and Eucalyptus Avenue, shall continue to apply unless otherwise indicated herein.

78. The developer shall protect downstream properties from damage caused by alteration of drainage patterns (i.e. concentration or diversion of flow, etc). Protection shall be provided by constructing adequate drainage facilities, including, but not limited to, modifying existing facilities or by securing a drainage easement. [MC 9.14.110]

79. Public drainage easements, when required, shall be a minimum of 25 feet wide and

shall be shown on the map and plan, and noted as follows: "Drainage Easement – no structures, obstructions, or encroachments by land fills are allowed." In addition, the grade within the easement area shall not exceed a 3:1 (H:V) slope, unless approved by the City Engineer.

80. The maintenance responsibility of the proposed storm drain line shall be clearly identified. Storm drain lines within private property will be privately maintained and those within public streets will be publicly maintained.

81. The proposed private storm drain system shall connect to the existing public storm drain per the final drainage study. A storm drain manhole shall be placed at the right-of-way line to mark the beginning of the publicly maintained portion of this storm drain.

82. This project shall submit civil engineering design plans, reports and/or documents (prepared by a registered/licensed civil engineer) for review and approval by the City Engineer per the current submittal requirements, prior to the indicated threshold or as required by the City Engineer. The submittal consists of, but is not limited to, the following:

a. Rough grading with erosion control plan (prior to grading permit issuance);
b. Precise grading with erosion control plan (prior to grading permit issuance);
c. Street/storm drain plan with striping, RCFC & WCD storm drain, sewer/water, etc. (prior to encroachment permit issuance);
d. Final drainage study (prior to grading plan approval);
e. Final WQMP (prior to grading plan approval);
f. Easements, dedications, and lot line adjustments (prior to building permit issuance);
g. As-Built revision for all plans (prior to Occupancy release).

Prior to Grading Plan Approval

83. Resolution of all drainage issues shall be as approved by the City Engineer.

84. A final detailed drainage study (prepared by a registered/licensed civil engineer) shall be submitted for review and approved by the City Engineer. The study shall include, but not be limited to: existing and proposed hydrologic conditions as well as hydraulic calculations for all drainage control devices and storm drain lines. The study shall analyze 1, 3, 6 and 24-hour duration events for the 2, 5, 10 and 100-year storm events [MC 9.14.110(A.1)]. A digital (pdf) copy of the approved drainage study shall be submitted to the Land Development Division.

85. Emergency overflow areas shall be shown at all applicable drainage improvement locations in the event that the drainage improvement fails or exceeds full capacity.

86. A final, project-specific water quality management plan (F-WQMP). The F-WQMP shall be consistent with the approved P-WQMP, as well as in full conformance with the document; "Water Quality Management Plan - A Guidance Document for the Santa Ana Region of Riverside County" dated October 22, 2012. The F-WQMP shall be submitted and approved prior to application for and issuance of grading permits. At a minimum, the F-WQMP shall include the following: Site Design BMPs; Source Control BMPs, Treatment Control BMPs, Operation and Maintenance requirements for BMPs and sources of funding for BMP implementation.
(a) The Applicant has proposed to incorporate the use of bioretention basins and vegetated swales. Final design and sizing details of all BMPs must be provided in the first submittal of the F-WQMP. The Applicant acknowledges that more area than currently shown on the plans may be required to treat site runoff as required by the WQMP guidance document.
(b) The Applicant shall substantiate the applicable Hydrologic Condition of Concerns (HCOC) in Section F of the F-WQMP.
(c) All proposed LID BMP's shall be designed in accordance with the RCFC&WCD's Design Handbook for Low Impact Development Best Management Practices, dated September 2011.
(d) The proposed LID BMP's as identified in the project-specific P-WQMP shall be incorporated into the Final WQMP.
(e) The NPDES notes per City Standard Drawing No. MVFE-350-0 shall be included in the grading plans.
(f) Post-construction treatment control BMPs, once placed into operation for post-construction water quality control, shall not be used to treat runoff from construction sites or unstabilized areas of the site.
(g) Prior to precise grading plan approval, the grading plan shall show any proposed trash enclosure to include a cover (roof) and sufficient size for dual bin; one bin for trash and one bin for recyclables. The architecture shall be approved by the Planning Division and any structural approvals shall be made by the Building and Safety Division.

87. The developer shall ensure compliance with the City Grading ordinance, these Conditions of Approval and the following criteria:
a. The project street and lot grading shall be designed in a manner that perpetuates the existing natural drainage patterns with respect to tributary drainage area and outlet points. Unless otherwise approved by the City Engineer, lot lines shall be located at the top of slopes.
b. Any grading that creates cut or fill slopes adjacent to the street shall provide erosion control, sight distance control, and slope easements as approved by the City Engineer.
c. All improvement plans are substantially complete and appropriate clearance letters are provided to the City.
d. A soils/geotechnical report (addressing the soil's stability and geological

conditions of the site) shall be submitted to the Land Development Division for review. A digital (pdf) copy of the soils/geotechnical report shall be submitted to the Land Development Division.

88. Grading plans (prepared by a registered/licensed civil engineer) shall be submitted for review and approved by the City Engineer per the current submittal requirements.

89. The developer shall select Low Impact Development (LID) Best Management Practices (BMPs) designed per the latest version of the Water Quality Management Plan (WQMP) - a guidance document for the Santa Ana region of Riverside County.

90. The developer shall submit recorded slope easements from adjacent property owners in all areas where grading resulting in slopes is proposed to take place outside of the project boundaries. For all other offsite grading, written permission from adjacent property owners shall be submitted.

91. The developer shall pay all remaining plan check fees.

92. A Storm Water Pollution Prevention Plan (SWPPP) shall be prepared in conformance with the State's current Construction Activities Storm Water General Permit. A copy of the current SWPPP shall be kept at the project site and be available for review upon request.

93. Any proposed trash enclosure(s) shall be dual bin (1 for trash and 1 for recycables) [MC 9.03.040 (G)]. The enclosure shall have a solid roof and appropriate drainage collection for water quality purposes. The architecture shall be approved by the Planning Division and any structural approvals shall be made by the Building & Safety Division.

94. For projects that will result in discharges of storm water associated with construction with a soil disturbance of one or more acres of land, the developer shall submit a Notice of Intent (NOI) and obtain a Waste Discharger's Identification number (WDID#) from the State Water Quality Control Board (SWQCB) which shall be noted on the grading plans.

95. Landscape & Irrigation plans (prepared by a registered/licensed civil engineer) for water quality BMPs shall be submitted for review and approved by the City Engineer per the current submittal requirements, if applicable.

Prior to Grading Permit

96. A receipt showing payment of the Area Drainage Plan (ADP) fee to Riverside County Flood Control and Water Conservation District shall be submitted. [MC

9.14.100(O)]

97. If the developer chooses to construct the project in phases, a Construction Phasing Plan for the construction of on-site public or private improvements shall be submitted for review and approved by the City Engineer.

98. Prior to the payment of the Development Impact Fee (DIF), the developer may enter into a DIF Improvement Credit Agreement to secure credit for the construction of applicable improvements. If the developer fails to complete this agreement prior to the timing specified above, credits may not be given. The developer shall pay current DIF fees adopted by the City Council. [Ord. 695 § 1.1 (part), 2005] [MC 3.38.030, 040, 050]

99. A digital (pdf) copy of all approved grading plans shall be submitted to the Land Development Division.

100. Security, in the form of a cash deposit (preferable), or letter of credit shall be submitted as a guarantee of the implementation and maintenance of erosion control measures. At least twenty-five (25) percent of the required security shall be in the form of a cash deposit with the City. [MC 8.21.160(H)]

101. Security, in the form of a cash deposit (preferable), or letter of credit shall be submitted as a guarantee of the completion of the grading operations for the project. [MC 8.21.070]

102. The developer shall pay all applicable inspection fees.

103. Prior to the payment of the Transportation Uniform Mitigation Fee (TUMF), the developer may enter into a TUMF Improvement Credit Agreement to secure credit for the construction of applicable improvements. If the developer fails to complete this agreement by the timing specified above, credits may not be given. The developer shall pay current TUMF fees adopted by the City Council. [Ord. 835 § 2.1, 2012] [MC 3.44.060]

Prior to Improvement Plan Approval

104. All dry and wet utilities shall be shown on the plans and any crossings shall be potholed to determine actual location and elevation. Any conflicts shall be identified and addressed on the plans. The pothole survey data shall be submitted to Land Development with the public improvement plans for reference purposes only. The developer is responsible to coordinate with all affected utility companies and bear all costs of any utility relocation.

105. The developer is required to bring any existing access ramps adjacent to and

fronting the project to current ADA (Americans with Disabilities Act) requirements. However, when work is required in an intersection that involves or impacts existing access ramps, all access ramps in that intersection shall be retrofitted to comply with current ADA requirements, unless otherwise approved by the City Engineer.

106. The developer shall submit clearances from all applicable agencies, and pay all applicable plan check fees.

107. The street improvement plans shall comply with current City policies, plans, and applicable City standards (i.e. MVSI-160 series, etc.) throughout this project.

108. The design plan and profile shall be based upon a centerline, extending beyond the project boundaries a minimum distance of 300 feet at a grade and alignment approved by the City Engineer.

109. Drainage facilities (i.e. catch basins, etc.) with sump conditions shall be designed to convey the tributary 100-year storm flows. Secondary emergency escape shall also be provided.

110. The hydrology study shall be designed to accept and properly convey all off-site drainage flowing onto or through the site. In the event that the City Engineer permits the use of streets for drainage purposes, the provisions of current City standards shall apply. Should the quantities exceed the street capacity or the use of streets be prohibited for drainage purposes, as in the case where one travel lane in each direction shall not be used for drainage conveyance for emergency vehicle access on streets classified as minor arterials and greater, the developer shall provide adequate facilities as approved by the City Engineer. [MC 9.14.110 A.2]

111. All public improvement plans (prepared by a licensed/registered civil engineer) shall be submitted for review and approved by the City Engineer per the current submittal requirements.

112. Any missing or deficient existing improvements along the project frontage shall be constructed or secured for construction. The City Engineer may require the ultimate structural section for pavement to half-street width plus 18 feet or provide core test results confirming that existing pavement section is per current City Standards; additional signing & striping to accommodate increased traffic imposed by the development, etc.

113. For non-subdivision projects, all street dedications shall be free of encumbrances, irrevocably offered to the public and shall continue in force until the City accepts or abandons such offers, unless otherwise approved by the City Engineer.

114. The plans shall indicate any restrictions on trench repair pavement cuts to reflect the City's moratorium on disturbing newly-constructed pavement less than three (3)

years old and recently slurry sealed streets less than one (1) year old. Pavement cuts for trench repairs may be allowed for emergency repairs or as specifically approved by the City Engineer.

Prior to Encroachment Permit

115. A digital (pdf) copy of all approved improvement plans shall be submitted to the Land Development Division.

116. All applicable inspection fees shall be paid.

117. For non-subdivision projects, execution of a Public Improvement Agreement (PIA) and/or security (in the form of a cash deposit or other approved means) may be required as determined by the City Engineer. [MC 9.14.220]

118. Any work performed within public right-of-way requires an encroachment permit.

Prior to Building Permit

119. An engineered-fill certification, rough grade certification, and compaction report shall be submitted for review and approved by the City Engineer. A digital (pdf) copy of the approved compaction report shall be submitted to the Land Development Division. All pads shall meet pad elevations per approved grading plans as noted by the setting of "blue-top" markers installed by a registered land surveyor or licensed civil engineer.

120. For non-subdivision projects, the developer shall enter into a Cooperative Agreement with the City and Riverside County Flood Control and Water Conservation District establishing the terms and conditions covering the inspection, operation and maintenance of Master Drainage Plan facilities required to be constructed as part of the project.

121. For non-subdivision projects, the developer shall guarantee the completion of all related public improvements required for this project by executing a Public Improvement Agreement (PIA) with the City and posting the required security. [MC 9.14.220]

122. For non-subdivision projects, the developer shall comply with the requirements of the City Engineer based on recommendations of the Riverside County Flood Control District regarding the construction of County Master Plan Facilities.

123. For Commercial/Industrial projects, the owner may have to secure coverage under the State's General Industrial Activities Storm Water Permit as issued by the State Water Resources Control Board.

124. For non-subdivision projects, all street dedications shall be free of encumbrances, irrevocably offered to the public and shall continue in force until the City accepts or abandons such offers, unless otherwise approved by the City Engineer.

125. A walk-through with a Land Development Inspector shall be scheduled to inspect existing improvements within public right of way along project frontage. Any missing, damaged, or substandard improvements including ADA access ramps that do not meet current City standards shall be required to be installed, replaced, and/or repaired. The applicant shall post security to cover the cost of the repairs and complete the repairs within the time allowed in the public improvement agreement used to secure the improvements.

126. Certification to the line, grade, flow test, and system invert elevations for the water quality control BMPs shall be submitted for review and approved by the City Engineer.

Prior to Occupancy

127. All outstanding fees shall be paid.

128. All required as-built plans (prepared by a registered/licensed civil engineer) shall be submitted for review and approved by the City Engineer per the current submittal requirements.

129. The final/precise grade certification shall be submitted for review and approved by the City Engineer.

130. For commercial, industrial and multi-family projects, in compliance with Proposition 218, the developer shall agree to approve the City of Moreno Valley NPDES Regulatory Rate Schedule that is in place at the time of certificate of occupancy issuance. Under the current permit for storm water activities required as part of the National Pollutant Discharge Elimination System (NPDES) as mandated by the Federal Clean Water Act, this project is subject to the following requirements:

a. Select one of the following options to meet the financial responsibility to provide storm water utilities services for the required continuous operation, maintenance, monitoring system evaluations and enhancements, remediation and/or replacement, all in accordance with Resolution No. 2002-46.

i. Participate in the mail ballot proceeding in compliance with Proposition 218, for the Common Interest, Commercial, Industrial and Quasi-Public Use NPDES Regulatory Rate Schedule and pay all associated costs with the ballot process; or

ii. Establish an endowment to cover future City costs as specified in the Common Interest, Commercial, Industrial and Quasi-Public Use NPDES Regulatory

Rate Schedule.

b. Notify the Special Districts Division of the intent to request building permits 90 days prior to their issuance and the financial option selected. The financial option selected shall be in place prior to the issuance of certificate of occupancy. [California Government Code & Municipal Code]

131. The developer shall complete all public improvements in conformance with current City standards, except as noted in the Special Conditions, including but not limited to the following:

a. Street improvements including, but not limited to: pavement, base, curb and/or gutter, cross gutters, spandrel, sidewalks, drive approaches, pedestrian ramps, street lights (MVU: SL-2 / SCE: LS-2), signing, striping, under sidewalk drains, landscaping and irrigation, medians, pavement tapers/transitions and traffic control devices as appropriate.

b. Storm drain facilities including, but not limited to: storm drain pipe, storm drain laterals, open channels, catch basins and local depressions.

c. City-owned utilities.

d. Sewer and water systems including, but not limited to: sanitary sewer, potable water and recycled water.

e. Undergrounding of all existing and proposed utilities adjacent to and on-site. [MC 9.14.130]

f. Relocation of overhead electrical utility lines including, but not limited to: electrical, cable and telephone.

132. For commercial, industrial and multi-family projects, a "Stormwater Treatment Device and Control Measure Access and Maintenance Covenant" shall be recorded to provide public notice of the maintenance requirements to be implemented per the approved final project-specific WQMP. A boilerplate copy of the "Stormwater Treatment Device and Control Measure Access and Maintenance Covenant" can be obtained by contacting the Land Development Division.

133. The applicant shall ensure the following, pursuant to Section XII. I. of the 2010 NPDES Permit:

a. Field verification that structural Site Design, Source Control and Treatment Control BMPs are designed, constructed and functional in accordance with the approved Final Water Quality Management Plan (WQMP).

b. Certification of best management practices (BMPs) from a state licensed civil engineer. An original WQMP BMP Certification shall be submitted for review and approved by the City Engineer.

134. The Developer shall comply with the following water quality related items:

a. Notify the Land Development Division prior to construction and installation of all structural BMPs so that an inspection can be performed.

b. Demonstrate that all structural BMPs described in the approved final

project-specific WQMP have been constructed and installed in conformance with the approved plans and specifications;

c. Demonstrate that Developer is prepared to implement all non-structural BMPs described in the approved final project-specific WQMP; and

d. Demonstrate that an adequate number of copies of the approved final project-specific WQMP are available for future owners/occupants.

e. Clean and repair the water quality BMP's, including re-grading to approved civil drawing if necessary.

f. Obtain approval and complete installation of the irrigation and landscaping.

Special Conditions

135. Prior to grading plan approval, Redlands Boulevard pavement core samples of existing pavement may be taken and findings submitted to the City for review and consideration of pavement improvements. The City will determine the adequacy of the existing pavement structural section. If the existing pavement structural section is found to be adequate, the developer may still be required to perform a one-tenth inch grind and overlay or slurry seal, depending on the severity of existing pavement cracking, as required by the City Engineer. If the existing pavement section is found to be inadequate, the Developer shall replace the pavement to meet or exceed the City's pavement structural section standard.

136. Prior to grading plan approval, for non-subdivision projects, a copy of the Covenants, Conditions and Restrictions (CC&Rs) shall be submitted for review by the City Engineer. The CC&Rs shall include, but not be limited to, access easements, reciprocal access, private and/or public utility easements as may be relevant to the project.

137. Prior to occupancy, for commercial, industrial and multi-family projects, a Declaration of Restrictive Covenants shall be recorded for the maintenance requirements to be implemented within the public right of way and open space / multi-use trail / sidewalk / landscape easement areas per the approved final project-specific WQMP. A boilerplate copy of the Declaration of Restrictive Covenants can be obtained by contacting the Land Development Division.

138. The full 110 foot right of way dedication for Eucalyptus Avenue and 37 foot wide easement area occurred per PA07-0090. The 37 foot wide easement area consists of a 6 foot wide curb separated sidewalk adjacent to a 12 foot wide parkway landscape area (within the public right of way), 4 foot wide landscape area adjacent to the sidewalk, 10 foot wide multi-use trail adjacent to the 4 foot wide landscape area, and 17 foot wide landscape area adjacent to the multi-use trail. Prior to occupancy, Eucalyptus Avenue (110' R/W / 86' C-C: 4 Lane Divided Arterial, City Standard No. MVSI-103A-0), modified to accommodate enhanced 12 foot wide landscape areas within the street parkway, shall be constructed as

follows:

a. Street improvements to achieve a 43 foot half-width, including the full-width median, plus an additional 18 feet of pavement and 16 feet to accommodate BMPs south of the street median curb along the project frontage. Improvements shall consist of, but not be limited to, pavement, base, redwood header, raised landscape median, curb, gutter, sidewalk, driveway approaches, drainage structures, BMPs, any necessary offsite improvement transition/joins to existing, streetlights, pedestrian ramps, removal/relocation and/or undergrounding of any power poles with overhead utility lines less than 115,000 volts, and dry and wet utilities, including sewer and water main line construction, reclaimed water line construction, and electrical utility lines.

139. Redlands Boulevard improvements shall be coordinated with the City's Capital Project Redlands Boulevard/SR-60 Interchange Project. The project design shall accommodate the future ultimate improvements on Redlands Boulevard (131' RW / 107' CC Modified: 4 Lane Divided Arterial, City Standard No. MVSI-103A-0). The 14 foot right of way dedication for Redlands Boulevard (to achieve a 74 foot half-width) and 18 foot wide bike trail and pedestrian access easement occurred per PA07-0090. The 18 foot wide easement area is for a 2 foot wide portion of sidewalk located outside of the proposed sidewalk, a 4 foot wide landscaped area behind sidewalk, a 10 foot wide bike trail behind the 4 foot wide landscaped area, and a 2 foot wide flat landscape area. Redlands Boulevard interim improvements shall be at the discretion of the City Engineer and shall be constructed prior to occupancy as follows:

a. Street improvements to achieve a 38 foot half-width, plus an additional 18 feet west of centerline, curb, gutter, 12 foot wide landscape, 6 foot wide sidewalk, 4 foot wide buffer, and 10 foot wide multi-use trail along the project frontage. Curb, gutter, and sidewalk shall be constructed along the west side of Redlands Boulevard. Improvements shall consist of, but not be limited to, pavement, base, curb, gutter, sidewalk, drainage structures, BMPs, any necessary offsite improvement transition/joins to existing, streetlights, pedestrian ramps, removal/relocation and/or undergrounding of any power poles with overhead utility lines less than 115,000 volts, and dry and wet utilities, including sewer and water main line construction, reclaimed water line construction, and electrical utility lines. Prior to rough grading plan approval, the developer shall provide to the City Engineer the results of coring tests confirming that said existing pavement section has been constructed per City Standard No. MVSI-103A-0.

140. Prior to grading plan approval, the developer shall dedicate the following right of way to accommodate the required improvements:

a. For the standard intersection alternative, corner cutback right of way dedication per City Standard No. MSVI-165-0 at the intersection of Redlands Boulevard and Eucalyptus Avenue necessary to construct the improvements.

b. For the roundabout intersection alternative, corner cutback right of way

dedication at the intersection of Redlands Boulevard and Eucalyptus Avenue necessary to construct the improvements.

c. For the standard commercial driveway, right of way dedication per MVSI-112 -C.

d. For the roundabout commercial driveway, right of way dedication necessary to construct the improvements.

141. Prior to building permit issuance, this project shall submit for review and approval, and record, a lot line adjustment for the intention of adjusting the common lot lines between Parcel 2 and Parcel 3 on Parcel Map No. 35629.

Special Districts Division

142. The Developer, or the Developer's successors or assignees shall be responsible for all parkway and/or median landscape maintenance for a period of one (1) year commencing from the time all items of work have been completed to the satisfaction of Special Districts staff as per the City of Moreno Valley Public Works Department Landscape Design Guidelines, or until such time as the District accepts maintenance responsibilities.

143. Parkway, median, slope and/or open space landscape areas maintained as part of the City of Moreno Valley Community Facilities District 2014-01 shall be required to have independent utility systems, including but not limited to water, electric, and telephone services. An independent irrigation controller and pedestal will also be required. Combining utility systems with existing or future landscape areas not associated with the City of Moreno Valley Community Facilities District (CFD) landscaping will not be permitted.

144. Inspection fees for the monitoring of landscape installation associated with the City of Moreno Valley maintained parkways/medians are due prior to the required pre-construction meeting. (MC 3.32.040)

145. Plans for parkway, median, slope, and/or open space landscape areas designated in the project's Conditions of Approval for incorporation into a City Coordinated landscape maintenance program, shall be prepared and submitted in accordance with the City of Moreno Valley Public Works Department Landscape Design Guidelines. The guidelines are available on the City's website at www.moval.org/sd or from the Special Districts Division (951.413.3480 or specialdistricts@moval.org).

146. The ongoing maintenance of any landscaping required to be installed behind the curb shall be the responsibility of the property owner.

147. Any damage to existing landscape areas maintained by the City of Moreno Valley

due to project construction shall be repaired/replaced by the Developer, or Developer's successors in interest, at no cost to the City of Moreno Valley.

148. Street Light Authorization forms for all street lights that are conditioned to be installed as part of this project must be submitted to the Special Districts Division for approval, prior to street light installation. The Street Light Authorization form can be obtained from the utility company providing electric service to the project, either Moreno Valley Utility or Southern California Edison. For questions, contact the Special Districts Division at 951.413.3480 or specialdistricts@moval.org.

149. The parcel(s) associated with this project have been incorporated into the Moreno Valley Community Services District Zone A (Parks & Community Services) and Zone C (Arterial Street Lighting). All assessable parcels therein shall be subject to annual parcel taxes for Zone A and Zone C for operations and capital improvements.

150. Plan check fees for review of parkway/median landscape plans for improvements that shall be maintained by the City of Moreno Valley are due upon the first plan submittal. (MC 3.32.040)

Prior to Building Permit

151. Prior to the issuance of the first building permit for this project, the Developer shall pay Advanced Energy fees for all applicable Residential and Arterial Street Lights required for this development. Payment shall be made to the City of Moreno Valley and collected by the Land Development Division. Fees are based upon the Advanced Energy fee rate in place at the time of payment, as set forth in the current Listing of City Fees, Charges, and Rates adopted by City Council. The Developer shall provide a copy of the receipt to the Special Districts Division (specialdistricts@moval.org). Any change in the project which may increase the number of street lights to be installed will require payment of additional Advanced Energy fees at the then current fee. Questions may be directed to the Special Districts Division at 951.413.3480 or specialdistricts@moval.org.

152. This project has been identified to potentially be included in the formation of a Map Act Area of Benefit Special District for the construction of major thoroughfares and/or freeway improvements. The property owner(s) shall participate in such District and pay any special tax, assessment, or fee levied upon the project property for such District. At the time of the public hearing to consider formation of the district, the property owner(s) will not protest the formation, but will retain the right to object any eventual assessment that is not equitable should the financial burden of the assessment not be reasonably proportionate to the benefit the affected property obtains from the improvements to be installed. The Developer must notify the Special Districts Division at 951.413.3480 or at specialdistricts@moval.org of its

selected financial option when submitting an application for the first building permit to determine whether the development will be subjected to this condition. If subject to the condition, the special election requires a 90 day process in compliance with the provisions of Article 13C of the California Constitution. (Street & Highway Code, GP Objective 2.14.2, MC 9.14.100).

153. This project is conditioned for a proposed district to provide a funding source for the operation and maintenance of public improvements and/or services associated with new development in that territory. The Developer shall satisfy this condition with one of the options outlined below.

a. Participate in a special election for maintenance/services and pay all associated costs of the election process and formation, if any. Financing may be structured through a Community Facilities District, Landscape and Lighting Maintenance District, or other financing structure as determined by the City; or

b. Establish an endowment fund to cover the future maintenance and/or service costs.

The Developer must notify the Special Districts Division at 951.413.3480 or at specialdistricts@moval.org when submitting the application for building permit issuance. If the first building permit is pulled prior to formation of the district, this condition will not apply. If the district has been or is in the process of being formed the Developer must inform the Special Districts Division of its selected financing option (a. or b. above). The option for participating in a special election requires 90 days to complete the special election process. This allows adequate time to be in compliance with the provisions of Article 13C of the California Constitution.

The financial option selected shall be in place prior to the issuance of the first certificate of occupancy for the project.

154. This project is conditioned to provide a funding source for the following special financing program(s):

a. Street Lighting Services for capital improvements, energy charges, and maintenance.

b. Landscape Maintenance Services for parkway, open space, and/or median landscaping on _____.

The Developer's responsibility is to provide a funding source for the capital improvements and the continued maintenance. The Developer shall satisfy this condition with one of the options below.

i. Participate in a special election (mail ballot proceeding) and pay all associated costs of the special election and formation, if any. Financing may be structured through a Community Services District zone, Community Facilities District, Landscape and Lighting Maintenance District, or other financing structure as determined by the City; or

ii. Establish a Property Owner's Association (POA) or Home Owner's Association (HOA) which will be responsible for any and all operation and maintenance costs

The Developer must notify the Special Districts Division at 951.413.3480 or at specialdistricts@moval.org of its selected financial option when submitting the application for building permit issuance. The option for participating in a special election requires approximately 90 days to complete the special election process. This allows adequate time to be in compliance with the provisions of Article 13C of the California Constitution.

The financial option selected shall be in place prior to the issuance of the first certificate of occupancy for the project and prior to acceptance of any improvements.

155. Commercial (BP) If Land Development, a Division of the Public Works Department, requires this project to supply a funding source necessary to provide for, but not limited to, stormwater utilities services for the continuous operation, remediation and/or replacement, monitoring, systems evaluations and enhancement of on-site facilities and performing annual inspections of the affected areas to ensure compliance with state mandated stormwater regulations, a funding source needs to be established. The Developer must notify the Special Districts Division at 951.413.3480 or at specialdistricts@moval.org of its selected financial option for the National Pollution Discharge Elimination System (NPDES) program when submitting the application for the first building permit issuance (see Land Development's related condition). Participating in a special election the process requires a 90 day period prior to the City's issuance of a building permit. This allows adequate time to be in compliance with the provisions of Article 13D of the California Constitution. (California Health and Safety Code Sections 5473 through 5473.8 (Ord. 708 Section 3.1, 2006) & City of Moreno Valley Municipal Code Title 3, Section 3.50.050.)

156. For those areas to be maintained by the City and prior to the issuance of the first Building Permit, Planning Division (Community Development Department), Special Districts Division (the Public Works Department) and Transportation Division (the Public Works Department) shall review and approve the final median, parkway, slope, and/or open space landscape/irrigation plans as designated on the tentative map or in these Conditions of Approval prior to the issuance of the first Building Permit.

157. This project has been identified to be included in the formation of a Community Facilities District (Mello-Roos) for Public Safety services, including but not limited to Police, Fire Protection, Paramedic Services, Park Rangers, and Animal Control services. The property owner(s) shall not protest the formation; however, they retain the right to object to the rate and method of maximum special tax. In compliance with Proposition 218, the property owner shall agree to approve the mail ballot proceeding (special election) for either formation of the CFD or annexation into an existing district. The Developer must notify the Special Districts Division at 951.413.3480 or at specialdistricts@moval.org when submitting the application for building permit issuance to determine the requirement for participation. If the first building permit is pulled prior to formation of the district, this condition will not apply. If the condition applies, the special election will require a minimum of 90 days prior to issuance of the first building permit. This allows adequate time to be in compliance with the provisions of Article 13C of the California Constitution. (California Government Code Section 53313 et. seq.)

Prior to Building Final or Occupancy

158. Parkway, open space, and/or median landscaping specified in the project's Conditions of Approval shall be constructed in compliance with the approved landscape plans and completed prior to the issuance of the first Certificate of Occupancy/Building Final for this project.

159. Landscape and irrigation plans for parkway, median, slope, and/or open space landscape areas designated to be maintained by the City shall be placed on compact disk (CD) in pdf format. The CD shall include "As Built" plans, revisions, and changes. The CD will become the property of the City of Moreno Valley and the Moreno Valley Community Services District.

Transportation Engineering Division

160. Conditions of approval may be modified and/or added if the project is altered from any approved plans.

161. Project driveways shall conform to City of Moreno Valley Standard No. MVSI-112C-0 for Commercial Driveway Approaches.

162. All proposed on-site traffic signing and striping shall be accordance with the latest California Manual on Uniform Traffic Control Devices (CAMUTCD).

163. Communication conduit shall be required along the project street frontages per City Standard Plan No. MVSI-186-0.

164. The developer is responsible for obtaining a Caltrans encroachment permit prior to performing any work within Caltrans right-of-way.

165. Any gated entrance shall be provided with the following:

- A storage lane with sufficient queuing length for entering commercial trucks.
- Signing and striping in front of the gate.
- A separate pedestrian entry.

166. Prior to final approval of the landscape plans and construction plans for any type of fencing or monument sign, the project plans shall demonstrate that sight distance at the project driveways conforms to City Standard Plan No. MVSI-164A-0 through MVSI-164C-0. Trees, plants, shrubs, fencing, or monument signing shall not be located in an area that obstructs the drivers' line-of-sight.

167. Prior to the final approval of the street improvement plans, a signing and striping plan shall be prepared per City of Moreno Valley Standard Plans - Section 4 for all streets along the project frontages. Signing and striping plans shall be prepared per the latest edition of the California Manual on Uniform Traffic Control Devices (CAMUTCD) and current City of Moreno Valley Standard Plans by a qualified registered civil or traffic engineer.

168. Prior to the final approval of the street improvement plans, a traffic signal modification plan shall be prepared for the existing traffic signal at Redlands Boulevard and SR-60 eastbound freeway ramps. Traffic signal modification plan shall be prepared per the latest edition of the California Manual on Uniform Traffic Control Devices (CAMUTCD) and current City of Moreno Valley Standard Plans by a qualified registered Civil Engineer and be submitted to California Department of Transportation (Caltrans) District 8 office for their review and approval.

169. Prior to the final approval of the street improvement plans, an alignment study shall be prepared by an established roundabout design consultant to determine the required lane widths, intersection geometry, and public right-of-way dedications on Redlands Boulevard and Eucalyptus Avenue for the project roundabouts at Redlands Boulevard/Eucalyptus Avenue intersection and Eucalyptus Avenue/Project East Driveway intersection.

170. Prior to the final approval of the street improvement plans, construction plans shall be prepared for the roundabouts at Redlands Boulevard/Eucalyptus Avenue intersection and Eucalyptus Avenue/Project East Driveway intersection, in accordance with the approved alignment study. It is the responsibility of the developer to obtain any necessary right of way to complete the planned improvements.

171. The final street improvement plans shall include the construction of a raised median

on Eucalyptus Avenue along the project frontage, in accordance with the approved alignment study.

172. The final street improvement plans shall include a bus turnout, designed per the latest City of Moreno Valley Standard Plans, for the north side of Eucalyptus Avenue, between the project east driveway and west driveway.

173. Prior to issuance of an encroachment permit for work within the public right-of-way, construction traffic control plans prepared by a qualified, registered Civil or Traffic Engineer shall be required for plan approval by the City Engineer.

Prior to Building Final or Occupancy

174. Prior to issuance of Certificate of Occupancy, all required modification work for the existing traffic signal at the intersection of Redlands Boulevard and SR-60 eastbound freeway ramps shall be completed and fully operational per the approved plans to the satisfaction of the City Engineer and Caltrans.

175. Prior to issuance of Certificate of Occupancy, all signing and striping shall be installed per current City Standards and the approved plans.

176. Prior to issuance of Certificate of Occupancy, the project roundabouts at Redlands Boulevard/Eucalyptus Avenue intersection and Eucalyptus Avenue/Project East Driveway intersection shall be constructed and fully operational per the approved plans to the satisfaction of the City Engineer.

177. Prior to issuance of Certificate of Occupancy, raised median improvements and the bus turnout shall be completed and fully operational per the approved plans to the satisfaction of the City Engineer.

PARKS & COMMUNITY SERVICES DEPARTMENT

178. A multi-use trail per the Master Plan of Trails is required for this project and shall be identified on the plan.

179. The parcel(s) associated with this project have been incorporated into the Moreno Valley Community Services District Zone A (Parks and Community Services). All assessable parcels therein shall be subject to the annual Zone 'A' charge for operations and capital improvements. Proof of such shall be supplied to Parks and Community Services upon Final Map and at Building Permits.

Standard Conditions

180. Detailed final plans (mylars, PDF, and AutoCAD file on a DVD-R) for parks,

trails/bikeways, fencing, and adjoining landscaped areas shall be submitted to and approved by the Director of Parks and Community Services, or his/her designee, prior to the issuance of any building permits. All plans are to include a profile showing grade changes.

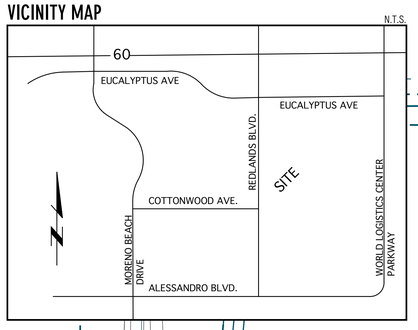
181. Within the improvements for PCS, the applicant shall show all existing and planned easements on all maps and plans. Easements on City/CSD owned or maintained parks, trails, bikeways, and landscape shall be identified on each of these plans with the instrument number of the recorded easement.

182. Prior to recordation of the Final Map, the applicant shall post security to guarantee construction or modification of parks, trails and/or bikeways for the City/CSD. Copies of said documentation shall be provided to PCS, prior to the approval of the Final Map.

183. Applicable plan check and inspection fees shall be paid, per the approved City fee schedule.

184. The following plans require PCS written approval: Tentative tract/parcel maps; rough grading plans (including all Delta changes); Final Map; precise grading plans; street improvement plans; traffic signal plans; fence and wall plans; landscape plans for areas adjacent to bikeways; trail improvement plans. PCS will not approve any permits without review and approval of the above items.

VICINITY MAP



I-60 FRWY

CAL TRANS R.O.W.

N86°34'45"E 147.98'

N89°18'15"E 204.10'

CAL TRANS R.O.W.

=26° 00' 30" R=930.00' L=422.16'

STORM DRAIN EASEMENT

TOE OF SLOPE

129'-9" VARIES

60'-10" VARIES

STORM WATER BASIN

37 TRAILER STALLS

53'-0"

30' FIRE LANE

180'-0"

67'-0"

45'-0"

APN 488-350-029
FUTURE ON / OFF RAMP

N80°34'15"E 349.32'

83.24'

TOE OF SLOPE

FH

=29° 53' 30" R=430.00' L=224.33'

246' RET. WALL

50.9'

30'

10.8'

N89°32'15"W 211.42'

8'H CONC. TILT-UP SCREENWALL

30' FIRE LANE

38 DOCK DOORS

60'-0"

3'W EXIT GATE

GATE

FH

162 SF GUARD BOOTH

148.07'

N01°14'45"E

TOE OF SLOPE

OLD LOT LINE REMOVE VIA LOT TIE

41.6'

30'

18'

18'

24'

18'

18'

24'

18'

8'

23.8'

135'-0"

217'-9"

104 AUTO STALLS

767,960 SF

TYPE III-B
OCC S-1
45' CLR.
50' MAX ROOF HT.
55' MAX BLDG HT.

PARCEL 3
APN 488-350-027
LIGHT INDUSTRIAL

PARCEL 2
APN 488-350-035
LIGHT INDUSTRIAL

650'-0"

1,255'-6"

3-HR RATED WALL

55 AUTO STALLS

PARCEL 4
APN 488-350-041
EXISTING LIGHT INDUSTRIAL BLDG

N00°00'00"E 1198.34'

PROPOSED CONVEYOR BRIDGE CONNECTING NEW BUILDING TO EXISTING BUILDING. PROPOSED CLEAR HEIGHT UNDER BRIDGE MIN. 18 FT. CLEAR.

126'-7"

TYP. 58'-10" 58'-10" 52'-0"

116'-7"

APN 488-330-037
Community Commercial

N01°43'48"E 154.67'

N00°29'29"E 290.53'

18'W TRAIL EASEMENT

6'X6' DIAMOND TYP.

163'-7"
PLAZA

SITE FEATURE

OFFICE ENTRANCE

OFFICE ENTRANCE

OFFICE

36 DOCK DOORS

40'-0"

RECIPROCAL ACCESS ESMT

30' FIRE LANE

30' FIRE LANE

30' FIRE LANE

34' 26' 38' 33'

21.2' 30' 28' 110.6' 25'

46 AUTO STALLS

15 BIKE RACKS

12'H CONC. SCREENWALL

3'W EXIT GATE

PLAZA

PLAZA

PLAZA

APN 488-330-038

N00°29'29"E 141.90'

18'W TRAIL EASEMENT

PROPOSED R.O.W.

SIGN #2

PROPOSED R.O.W.

24' 24' 24'

30' 13' 18' 24' 18'

65 AUTO STALLS

41'-0"

101'-6"

GATE

COVERED TRASH ENC.

162 SF GUARD BOOTH

GATE

440 SF FIRE PUMP BLDG

17 AUTO STALLS

18' 24' 25.8'

15.7'

120'

PATH OF TRAVEL

41.8' 25' 12' 25' 43.5'

38 TRAILER STALLS

STORM WATER BASIN

N90°00'00"W 820.41'

48'-6"

SIGN #1

APN 488-350-030

N81°53'27"W 236.21'

=05° 02' 40" R=549.00' L=48.34'

08°06'23" R=1908.00' L=269.95'

APN 488-350-040

APN 488-350-037

12'H CONC. TILT-UP SCREENWALL

12'H CONC. TILT-UP SCREENWALL

37'

37'-0"

55'-0"

55'-0"

250' SETBACK FROM RESIDENTIAL ZONE

PROPOSED TRAFFIC CIRCLE

CORNER DEDICATION REQUIRED - SEE CIVIL

D/W LINE OF SIGHT

D/W LINE OF SIGHT

PROPOSED TRAFFIC CIRCLE

SIGN #2

PROPOSED R.O.W.

RA2 ZONE

EUCALYPTUS AVE.

APN 488-350-015
LOGISTICS DEVELOPMENT

PROPOSED R.O.W.

DEDICATION REQUIRED - SEE CIVIL

SCALE: 1" = 60'-0" 0' 30' 60' 100' 200'

SIGN LEGEND:

SIGN #1: "TRUCKS ARE TO USE WORLD LOGISTICS PARKWAY"

SIGN #2: "NO TRUCKS ON REDLANDS SOUTH OF EUCALYPTUS"

SITE PLAN

CONTACT INFORMATION:

DEVELOPER / APPLICANT
HIGHLAND FAIRVIEW
14225 CORPORATE WAY
MORENO VALLEY, CA 92553
(951) 867-5300
CONTACT: PATRICK REVERE
EMAIL: PREVERE@HIGHLANDFAIRVIEW.COM

PROPERTY OWNER(S)
HF LOGISTICS - SKX T2, HIGHLAND FAIRVIEW PARTNERS V
144225 CORPORATE WAY
MORENO VALLEY, CA 92553
(951) 867-5300
CONTACT: PATRICK REVERE
EMAIL: PREVERE@HIGHLANDFAIRVIEW.COM

PLAN PREPARER:
RGA, OFFICE OF ARCHITECTURAL DESIGN, INC.
15231 ALTON PARKWAY SUITE 100
IRVINE, CA 92618
(949) 341-0920
CONTACT: CHRIS SAVAGE
EMAIL: CHRIS@RGA-ARCHITECTS.COM

PROJECT INFORMATION:

SITE ADDRESS: NOT APPLICABLE

ASSESSOR PARCEL(S): 488-350-027, 488-350-031, 488-350-032, 488-350-035, 488-350-036

LEGAL DESCRIPTION: PARCELS 2 & 3 OF PARCEL MAP 35629
RECORDED 08/26/2010 BOOK 231, PAGE 77-82

TOTAL GROSS AREA: 36.8 AC

NET DISTURBED AREA: 35.0 AC

EXISTING ZONING:
PARCEL 2: LIGHT INDUSTRIAL (LI),
PARCEL 3: COMMUNITY COMMERCIAL (CC)

PROPOSED ZONING:
PARCEL 2: LIGHT INDUSTRIAL (LI),
PARCEL 3: LIGHT INDUSTRIAL (LI)

FEMA FLOOD ZONE DESIGNATION: ZONE X

PROJECT INFORMATION:

CONSTRUCTION TYPE:	III-B
OCCUPANCY:	S-1 (B ACCESSORY)
FIRE SPRINKLERS:	FULLY SPRINKLERED
BUILDING HEIGHT:	
MAX. ALLOWABLE:	75'
PROPOSED:	55'
STORIES:	
MAX. ALLOWABLE:	3
PROPOSED:	2
YARDS:	(3) SIDES @ 60' CLEAR (1) SIDE @ 52' CLEAR W/ 3-HR RATING
ALLOWABLE AREA	PROJECT QUALIFIES AS AN UNLIMITED AREA BUILDING PER CBC SECTION 507

PROJECT DATA:

NET SITE AREA:	1,536,634 SF 35.28 AC
BUILDING AREA:	767,960 SF
COVERAGE:	49.98 %
PARKING REQUIRED:	
20,000 SF FUTURE OFFICE @ 1/250 SF	80 STALLS
0 - 20,000 SF WAREHOUSE @ 1/1000 SF	20 STALLS
20K - 40K SF WAREHOUSE @ 1/2000 SF	10 STALLS
40,000 SF + @ 1/4000 SF	177 STALLS
TOTAL STALLS REQUIRED	287 STALLS
PARKING PROVIDED:	
STANDARD STALLS	280 STALLS
ACCESSIBLE STALLS	8 STALLS
TOTAL STALLS PROVIDED	287 STALLS
RESERVE PARKING FOR ELECTRICAL VEHICLES (EVCS) 6% OF TOTAL STALLS	18 REQUIRED / 18 PROVIDED
RESERVE PARKING FOR CARPOOL / EV STALLS 8% OF TOTAL STALLS	24 REQUIRED / 24 PROVIDED
BICYCLE PARKING 5% OF TOTAL AUTO PARKING	15 REQUIRED / 15 PROVIDED
REQUIRED SITE LANDSCAPE AREA:	153,663 SF / 10%
PROVIDED SITE LANDSCAPE AREA:	303,000 / 19.7%
DOCK HIGH DOOR POSITIONS:	74 DOCKS
TRUCK TRAILER PARKING:	
REQUIRED (1 PER LOADING DOOR)	74 REQUIRED
PROVIDED:	75 PROVIDED

EASEMENTS OF RECORD (PARCEL 2 & 3):

AN EASEMENT IN FAVOR OF THE CITY OF MORENO VALLEY FOR DRAINAGE PURPOSES DEDICATED ON PARCEL MAP 35629 RECORDED 08/26/2010 BOOK 231, PAGE 77-82.

AN EASEMENT SHOWN OR DEDICATED ON THE MAP OF BEAR VALLEY AND ALESSANDRO DEVELOPMENT CO., RECORDED 11/3/1890 BOOK 11, PAGE 10, OF TRACT MAPS. FOR PIPELINES, DITCHES, FLUMES, AND RIGHTS AND INCIDENTAL PURPOSES.

AN EASEMENT IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION, FOR UNDERGROUND ELECTRICAL SUPPLY SYSTEMS AND COMMUNICATION SYSTEMS PURPOSES, PER DOCUMENT RECORDED 06/17/2010 AS INSTRUMENT NO. 2010-0279192, OF OFFICIAL RECORDS.

AN EASEMENT IN FAVOR OF THE CITY OF MORENO VALLEY FOR OPEN SPACE AND LANDSCAPE MAINTENANCE, PEDESTRIAN ACCESS, BICYCLE TRAIL AND INCIDENTAL PURPOSE DEDICATED ON PARCEL MAP 35629 RECORDED 08/26/2010 BOOK 231, PAGE 77.

AN EASEMENT IN FAVOR OF THE CITY OF MORENO VALLEY FOR PEDESTRIAN ACCESS, SIDEWALK AND INCIDENTAL PURPOSES DEDICATED ON PARCEL MAP 35629 RECORDED 08/26/2010 BOOK 231, PAGE 77.

AN EASEMENT IN FAVOR OF THE CITY OF MORENO VALLEY FOR MUNICIPAL ELECTRICAL UTILITY PURPOSES DEDICATED ON PARCEL MAP 35629 RECORDED 08/26/2010 BOOK 231, PAGE 77.

AN EASEMENT IN FAVOR OF EASTERN MUNICIPAL WATER DISTRICT FOR PIPELINE ACCESS AND ROAD PURPOSES PER DOCUMENT RECORDED 04/13/2011 AS INSTRUMENT NO. 2011-0163140 OF OFFICIAL RECORDS.

AN EASEMENT IN FAVOR OF RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT FOR UNDERGROUND STORM DRAIN PURPOSES PER DOCUMENT RECORDED 10/06/2011 AS INSTRUMENT NO. 2011-442001.

AN EASEMENT IN FAVOR OF RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT FOR UNDERGROUND STORM DRAIN PURPOSES PER DOCUMENT RECORDED 10/06/2011 AS INSTRUMENT NO. 2011-442008.

RGA
Office of Architectural Design
15231 Alton Parkway, Suite 100
Irvine, CA 92618
T 949-341-0920
FX 949-341-0922

CONSULTANT

PROFESSIONAL SEALS

PROJECT NAME

HIGHLAND FAIRVIEW CORPORATE PARK PHASE II

NEC EUCALYPTUS AVE. & REDLANDS BLVD.
MORENO VALLEY, CA

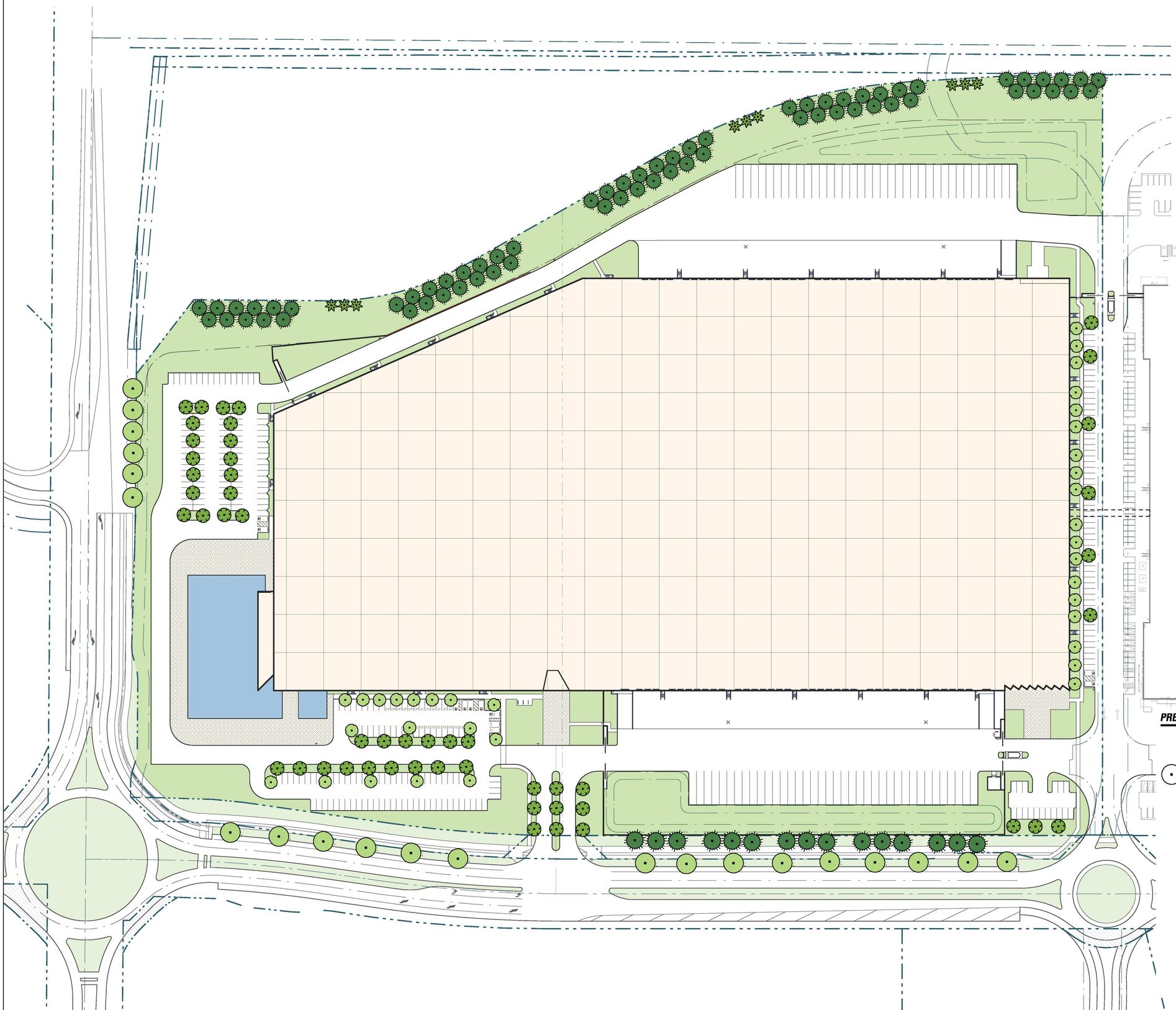
OWNER:
HIGHLAND FAIRVIEW
14225 CORPORATE WAY
MORENO VALLEY, CA 92553
CONTACT: PATRICK REVERE
TEL: 951-867-5300
EMAIL: prevere@highlandfairview.com

SD	3/11/19	PLANNING RESUBMITAL
SD	2/19/19	PLANNING SUBMITAL
MARK	DATE	DESCRIPTION

RGA PROJECT NO:	18152.00
OWNER PROJECT NO:	00000.00
CAD FILE NAME:	18152-00-A1
DRAWN BY:	CS
CHK'D BY:	CS
COPYRIGHT	RGA, OFFICE OF ARCHITECTURAL DESIGN
SHEET TITLE	PLOT PLAN / SITE PLAN

PEN 18-0191 - GPA
PEN 18-0192 - ZONE CHANGE
PEN 18-0193 - ENVIRONMENTAL
PEN 18-0254 - PLOT PLAN

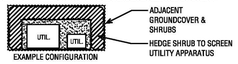
SHEET: A1



GENERAL NOTES:

1. ALL LANDSCAPE AREAS SHALL BE IRRIGATED WITH LOW-WATER & HIGH EFFICIENCY IRRIGATION SYSTEM. SYSTEM SHALL BE DESIGNED FOR FUTURE RECLAIMED WATER SOURCE.
2. ALL SOFTSCAPE (TREES, SHRUBS, AND GROUNDCOVER) SHALL BE DROUGHT TOLERANT AND SOUTHERN CALIFORNIA FRIENDLY. NO TURF IS PROPOSED FOR THIS PROJECT.
3. ALL PARKING ISLAND PLANTERS AND STEP-OUTS SHALL COMPLY WITH CITY CODES AND REQUIREMENTS. ALL TREE PLANTER DIAMONDS SHALL HAVE DECOMPOSED GRANITE MULCH WITHIN.
4. TOTAL IRRIGATED SOFTSCAPE AREA = 836,500 S.F. (19.20 AC.)
5. ALL VEHICLE ACCESS GATES SHALL HAVE CITY OF MORENO VALLEY FIRE DEPARTMENT KNOX BOX.
6. ALL PLANT MATERIAL (TREE, SHRUB, GROUND COVER & VINE) SELECTIONS AND THEIR DESIGN USES PROPOSED FOR THIS PROJECT SHALL FOLLOW THE LISTED AVAILABLE RESOURCES FOR PLANT INFORMATION WHICH INCLUDE DROUGHT TOLERANT AND SOUTHERN CALIFORNIA FRIENDLY PLANT MATERIAL AS DIRECTED BY THE PLANNING DEPARTMENT:
   - CITY OF MORENO VALLEY LANDSCAPE GUIDELINES
   - W.U.C.O.L.S. REVISED EDITION APRIL 01, 1994 REGION 4
   - COUNTY OF RIVERSIDE CALIFORNIA FRIENDLY PLANT LIST
   - CALTRANS HIGHWAY 60 CORRIDOR DESIGN MANUAL-LANDSCAPE GUIDELINES

   REFER TO THE TREE, SHRUB, GROUND COVER AND VINE PLANT PALETTES LISTED FOR APPROVED PLANT MATERIAL.
7. ALL DETENTION / WATER QUALITY BASINS SHALL BE PLANTED WITH HYDROSEED MIX TO FACILITATE WATER FILTRATION AND CLEANING. REFER TO HYDROSEED LEGEND FOR PROPOSED HYDROSEED PALETTE.
8. ALL VINES SHALL BE PLANTED IN SELECT AREAS TO SOFTEN THE APPEARANCE OF TALL WALL AND FENCES.
9. ALL ABOVE GROUND UTILITIES AND APPARATUS SHALL BE SCREENED WITH SHRUB MATERIAL AS ALLOWED BY UTILITY AGENCIES AND PURVEYORS.



EXAMPLE CONFIGURATION

10. CONCRETE MOW STRIPS ARE REQUIRED BETWEEN ALL SOD AND GROUNDCOVER AREAS.

PRELIMINARY SHRUB & GROUNDCOVER PLANT PALETTE

BOTANICAL NAME	COMMON NAME	SPACING	WATER USE
SHRUBS			
• ACACIA REDOLENS	N.C.N.	6'	LOW
• CEANOTHUS 'RAY HARTMAN'	CALIFORNIA LILAC	6'	LOW
• CISTUS X PURPUREUS	ROCKROSE	3'	LOW
• COTONEASTER LACTEUS	PARNEY'S RED CLUSTERBERRY	4'	LOW
• DIETES IRIDIOIDES	FORTNIGHT LILY	2'-6"	**MODERATE
• DODONAEA VISCOSA	HOPSEED	4'	* LOW
• ECHIUM FASTUOSUM	PRIDE OF MADIERA	4'	LOW
• ELAEGNUS PUNGENS	SILVERBERRY	6'	LOW
• LANTANA MONTEVIDENSIS	LANTANA	4'	LOW
• LEUCOPHYLLUM FRUTESCENS 'GREEN CLOUD'	TEXAS RANGER	4'	LOW
• PHORMIUM TENAX 'BRONZE SURFER'	NEW ZEALAND FLAX	1'-6"	* LOW
• PHORMIUM TENAX 'VARIEGATUM'	NEW ZEALAND FLAX	4'	* LOW
• RHAMNUS CALIFORNICA	CALIFORNIA COFFEEBERRY	4'	LOW
• RHAPHIOLEPIS INDICA 'CLARA'	INDIAN HAWTHORN	3'	**MODERATE
• RHUS OVATA	SUGARBUSH	4'	LOW
• ROSMARINUS OFFICINALIS	ROSEMARY	3'	LOW
• SALVIA LEUCANTHA	MEXICAN SAGE BRUSH	3'	LOW
• WESTRINGIA FRUTICOSA 'WYNYABBIE'	COAST ROSEMARY	2'-6"	LOW
GROUNDCOVER			
• ACACIA REDOLENS	DESERT CARPET	6'	LOW
• BACCHARIS PILULARIS 'PIGEON POINT'	PROSTRATE COYOTE BUSH	4'	LOW
• CEANOTHUS GRISEUS HORIZONTALIS 'YANKEE POINT'	CALIFORNIA LILAC	4'	LOW
• CISTUS CRISPUS	ROCKROSE	3'	LOW
• HEMEROCALLIS SPP.	DAYLILY	1'-6"	* LOW
• LANTANA MONTEVIDENSIS	LANTANA	4'	LOW
• MYOPORUM PARVIFOLIUM 'PUTAH CREEK'	N.C.N.	3' & 6'	LOW
• ROSMARINUS OFFICINALIS	PROSTRATE ROSEMARY	3'	LOW

NOTE:
1. WATER USAGE BASED ON W.U.C.O.L.S. REVISED EDITION 04/01/1994 REGION 4 (SENSET ZONE 18).
* MODERATE WATER USE FOR ONE GROWING SEASON UNTIL ESTABLISHED.
** PLANTS TO BE USED AS ACCENT ONLY, TO BE CONCENTRATED IN HIGH IMPACT AREAS IN SEPARATE HYDROZONES.

PRELIMINARY TREE PLANT PALETTE

BOTANICAL NAME	COMMON NAME	WATER USE
ACCENT PALM TREES		
• PHOENIX DACTYLIFERA	DATE PALM	LOW
• WASHINGTONIA HYBRID	MEXICAN FAN PALM	LOW
STREET TREES		
• EUCALYPTUS NICHOLII	NICHOL'S WILLOWLEAFED PEPPERMINT	LOW
• FRAXINUS AGUSTIFOLIA OXYCARPA 'RAYWOOD'	CLARET ASH	**MODERATE
• PINUS HALEPENSIS	ALEPPO PINE	LOW
• PROSOPIA ALBA (THORNLESS)	ARGENTINE MESQUITE	LOW
• PROSOPIA ALBA 'COLORADO'	COLORADO MESQUITE	LOW
• QUERCUS ILEX	HOLLY OAK	LOW
• ROBINIA PSEUDOACACIA	BLACK LOCUST	LOW
• SCHINUS MOLLE	CALIFORNIA PEPPER	LOW
FREEWAY SCREEN TREE		
• PINUS HALAPENSIS	ALEPPO PINE	LOW
• PINUS PINEA	ITALIAN STONE PINE	LOW
• PROSOPIA ALBA (THORNLESS)	ARGENTINE MESQUITE	LOW
• SCHINUS MOLLE	CALIFORNIA PEPPER	LOW
PARKING LOT TREE		
• ACACIA STENOPHYLLA	SHOESTRING ACACIA	LOW
• CERCIDIUM HYBRID	PALO VERDE 'DESERT MUSEUM'	LOW
• EUCALYPTUS SPP.	EUCALYPTUS	LOW
• PROSOPIS ALBA (THORNLESS)	ARGINTINE MESQUITE	LOW
• PROSOPIS ALBA 'COLORADO'	COLORADO MESQUITE	LOW
• QUERCUS ILEX	HOLLY OAK	LOW
• ROBINIA PSEUDOACACIA	BLACK LOCUST	LOW
• SCHINUS MOLLE	CALIFORNIA PEPPER	LOW
ACCENT TREE		
• PHOENIX CANARIENSIS	CANARY ISLAND PALM	LOW

NOTE:
1. WATER USAGE BASED ON W.U.C.O.L.S. REVISED EDITION 04/01/1994 REGION 4 (SUNSET ZONE 18).
2. TREE SPACING PER PLAN
** PLANTS TO BE USED AS ACCENT ONLY, TO BE CONCENTRATED IN HIGH IMPACT AREAS IN SEPARATE HYDROZONES.

PEN 18-0191
PEN 18-0192
PEN 18-0193
PEN 18-0254

OWNER/DEVELOPER

Highland Fairview
14225 Corporate Way
Moreno Valley, CA 92553
tel: 951-867-5317
fax: 951-867-5318

PROJECT ADDRESS

PARCEL 2 AND 3 OF PM 33828
City of Moreno Valley, CA
County of Riverside

DRAWING ISSUE RECORD

DATE	DESCRIPTION
–	–

REVISION RECORD

NO.	DATE	DESCRIPTION
1	–	–

PROJECT NAME

HIGHLAND FAIRVIEW CORPORATE PARK - PHASE II

NEC EUCALYPTUS AVE & REDLANDS BLVD
MORENO VALLEY, CA

PROFESSIONAL SEAL

REGISTERED PROFESSIONAL ENGINEER
PATRICK F. ROSE
NO. 62921
CIVIL
STATE OF CALIFORNIA

SHEET TITLE

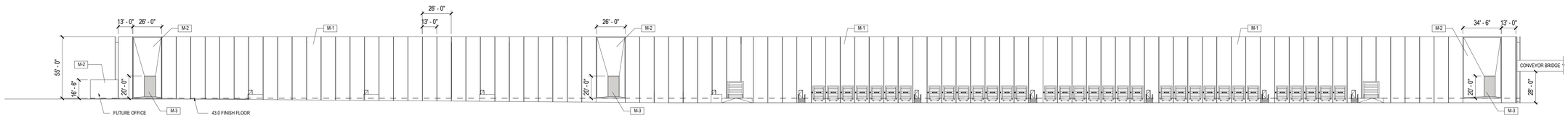
CONCEPT LANDSCAPE PLAN

SHEET NUMBER

L1

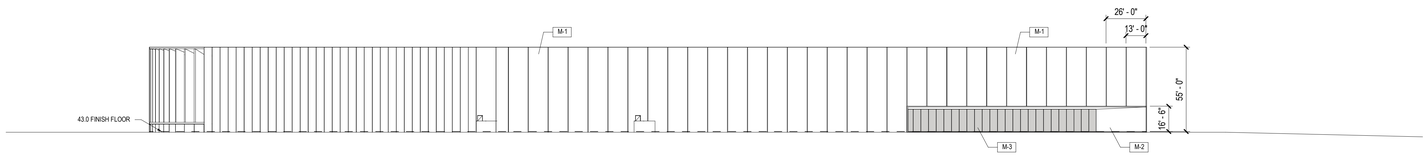
DATE: 11/30/2018

04 NORTH ELEVATION
SCALE: 1" = 40'-0"



03 SOUTH ELEVATION
SCALE: 1" = 40'-0"

02 EAST ELEVATION
SCALE: 1" = 40'-0"



01 WEST ELEVATION
SCALE: 1" = 40'-0"

MATERIAL LEGEND

M-1	SEALED CONCRETE
M-2	SMOOTH FINISH PAINTED WHITE
M-3	GLASS
M-4	METAL LOUVER

HFCP - PHASE II
Parcel 2 and 3 of PM 35629
City of Moreno Valley, CA
County of Riverside

Gensler

500 South Figueroa Street
Los Angeles, California 90071
United States

Tel 213.327.3600
Fax 213.327.3601

Highland Fairview
14225 Corporate Way
Moreno Valley, CA 92553
Tel 951-867-5317
Fax 951-867-5318

△	Date	Description
1	3/11/2019	PLANNING COMMISSION RESUBMITTAL

Seal / Signature

NOT FOR CONSTRUCTION

Project Name
Skechers Expansion Building
Moreno Valley

Project Number
096.3486.005

Description
BUILDING ELEVATIONS

Scale
1" = 40'-0"

A2.00

PLANNING COMMISSION

STAFF REPORT

Meeting Date: March 28, 2019

CONDITIONAL USE PERMIT APPLICATION FOR A RETAIL CANNABIS DISPENSARY AT 27403 ALESSANDRO BOULEVARD WITHIN THE SUNNYMEAD VILLAGE SHOPPING CENTER

Case:	PEN18-0241 Conditional Use Permit
Applicant:	Andrew Gomez, CEO
Property Owner:	Eung Cheol and Shin Ok Bae Trustees of 2013 Bae Family Trust
Representative:	Johathan Zacarias, CFO
Location:	24703 Alessandro Boulevard
Case Planner:	Jeff Zwack
Council District:	3
Proposal:	The Applicant, Mr. Andrew Gomez, CEO of Angel Organic Healing Center, LLC, is requesting approval of a Conditional Use Permit (CUP) to allow a retail cannabis dispensary within a 1,300 square foot retail space located at 24703 Alessandro Boulevard within the Sunnymead Village Shopping Center.

SUMMARY

The Applicant, Mr. Andrew Gomez, CEO of Angel Organic Healing Center, LLC, is requesting approval of a Conditional Use Permit (CUP) to allow a retail cannabis dispensary within a 1,300 square foot retail space located at 24703 Alessandro Boulevard within the Sunnymead Village Shopping Center. This shopping center is located within the Community Commercial (CC) Zone. The applicant is proposing hours

of operation between 6:00 am and 10:00 pm, seven days per week. The proposed use will include retail sales of cannabis, cannabis products and/or related devices, sold to individuals who are 21 years of age or older. This project, as conditioned, is consistent with goals, policies and objectives of the City's General Plan and Municipal Code.

PROJECT DESCRIPTION

Background

Pursuant to the authority granted to the City by Article XI, Section 7 of the California Constitution, a City may make and enforce, within its limits, regulations designed to promote the public health, safety and welfare. The City Council, recently adopted Ordinances that regulate commercial cannabis businesses in the City. These Ordinances are based on both federal and state laws.

Federal and State Laws

The Federal Controlled Substances Act classifies marijuana as a Schedule 1 Drug and makes it unlawful, under federal law, for any person to cultivate, manufacture, distribute, or possess with intent to manufacture, distribute, dispense, or possess. However, in 2016, Proposition 64 was approved by the voters in California ("The Adult Use Marijuana Act" or AUMA). AUMA established a comprehensive system to legalize, control and regulate the cultivation, processing, manufacturing, distribution, testing and sale of non-medical marijuana and products for use by adults 21 years of age and older. In addition, it allows taxation of commercial growth and retail sales of marijuana and marijuana products. Most recently, in 2017, then Governor Jerry Brown signed the "Medical and Adult-Use Cannabis Regulations and Safety Act" (MAUCRSA) which further amends prior statutory enactments.

City Regulations

On November 2017, the City Council adopted Ordinance 926, which set rules for the establishment, operation, and regulation of commercial cannabis uses. In April 2018, the City Council adopted Ordinance 932, which established land use regulations for the operation of the cannabis uses. In December 2018, the City Council implemented amendments to Municipal Code Section 9.09.290 (Commercial Cannabis Activities) and Chapter 5.05 (Rules for establishment, operation and regulation of commercial cannabis uses).

The City Council established the allowable categories of commercial cannabis businesses, and determined the maximum number of permits allowable for each category. A maximum of 43 commercial cannabis business permits can be approved and active at any given time. The six categories of commercial cannabis businesses, along with the total number of permits possible for each category are as follows: **Dispensaries** (23), **Testing facilities** (2), **Cultivation** (8), **Manufacturing** (5), **Distribution** of products from licensee to licensee only (2) and **Microbusinesses** (3).

The City Council also established a multi-step process for selecting commercial cannabis businesses that can legally operate in the City, as follows:

Step 1 – Commercial Cannabis Business Permit Application Process. Commercial Cannabis Business Permit applications were reviewed and a background check of business Owner(s) and their Employees, was conducted. Applications with a minimum overall score of 80% were interviewed by staff to establish a candidate pool. The City then issued provisional Commercial Cannabis Business Permits to the successful Applicants. Only these commercial cannabis businesses can proceed to the subsequent steps in the process.

Step 2 – Obtain a Conditional Use Permit. Municipal Code Section 9.09.290C2, requires that commercial cannabis businesses must obtain a Conditional Use Permit, which is a land use entitlement process to confirm the proposed land use and site development elements will be consistent with City established development regulations as well as compatible with other land uses near the proposed project.

Step 3 – State approval. In addition to local permits, each Commercial cannabis businesses must also obtain applicable State of California cannabis permits prior to commencing operation lawfully within the City.

Step 4 – Obtain a Certificate of Occupancy. Lastly, all commercial cannabis businesses must pay all applicable City fees and obtain a Certificate of Occupancy ("C of O") from the Building and Safety Division, prior to opening for business. The C of O is the final step in the process and documents that the Applicant has completed all required tenant improvements to the building and modifications to the parking lot, as required by conditions of approval in the CUP Resolution.

To date, Angel Organics Healing Center ("AOHC") LLC, received a provisional Commercial Cannabis Business Permit from the City of Moreno Valley on August 20, 2018 (Permit Number MVCCBP-R0002). A subsequent application for a Conditional Use Permit was submitted to the City on December 5, 2018, for consideration by the Planning Commission. The applicant represents they have applied for the necessary state permits.

Project

The applicant is requesting approval to establish a commercial cannabis dispensary (retail sales only). The site is located at 24703 Alessandro Boulevard in a vacant, retail space within the Sunnymead Village Shopping center located on the south side of Alessandro Boulevard between Indian Street and Perris Boulevard (Assessor's Parcel Number 482-252-013). The tenant space is approximately 1,300 square feet in area and contains one large open area and a restroom located to the rear, or south side of the tenant space. An exiting tattoo shop occupies the adjacent suite to the east, and a restaurant is in the suite to the west. Other businesses in the center include an automotive repair and tire shop, furniture store, hair salon, and other eateries.

Proposed tenant improvements to allow the retail cannabis business include development of a 220 sq. ft. customer waiting area, a 500 sq. ft. display/sales area with a “man-trap” or secured entry creating a controlled entrance and exit for one person at a time. The south portion of the space will consist of a secure storage room, break room and a restroom. There is an employee entrance leading to the parking lot on the south side of the building that will also provide access to two secured parking spaces for the delivery of cannabis products. Proposed hours of operation for this retail use will be between 6:00 am and 10:00 pm, which is consistent with provisions in state law regulating hours of operation for retail cannabis businesses.

As part of the requirements for the Conditional Use Permit, the applicant was required to submit a Safety and Security Plan along with other information, to ensure that AOHC retail Dispensary will not adversely affect the area businesses or surrounding neighborhoods.

Safety and Security Plan

The Safety and Security Plan identifies methods to address site security for employees, customers and the public as well as fire prevention methods that comply with local and state laws. Some of the highlights of the Safety and Security Plan include the following:

1) Utilization of on-site security personnel to monitor the exterior and interior of the business premises.
2) Controlled entrances.
3) Installation and maintenance of a security and a fire alarm system through a licensed alarm company.
4) Installation of a video surveillance system consisting of interior and exterior cameras and video recorders.

The Safety and Security Plan ensures safety for both customers and employees of a commercial cannabis business. All exterior areas within 100’ of the premises will be under video surveillance and will be patrolled by a licensed security officer during hours of operation. Public access from the public waiting area into the display and sales area will be controlled and will utilize electronic sensors and cameras throughout all public and private areas. All surveillance videos will be made available to Police and Fire Departments upon their request. Additionally, the Municipal Code requires that two secured parking spaces be identified on a plot plan for use by vehicles involving the transfer of cannabis products or currency. Secured parking mean those parking spaces that are essentially hardened through the strengthening of their security in order to protect them in the event of attack or reduce the risk of theft. The spaces provided are in proximity to entrances, monitored by cameras, and overseen by security persons. A condition has been included to require identification of the two spaces on a plot plan to be incorporated into the security plan.

Odor Control Plan

An Odor Control Plan was submitted demonstrating conformance with City requirements related to nuisance/odor; it requires the use of special odor absorbing filters and a specialty air exhaust system in the tenant space. These systems are intended to ensure that any odors associated with the dispensary, which can be objectionable or offensive, are not detectable outside the premises, including in parking lots, public rights-of-way, and adjacent business locations and surrounding neighborhoods. A condition of approval has been included that specifies that odor control devices and techniques shall be incorporated in all premises to ensure that odors from cannabis are not detectable offsite, or anywhere on the premises.

Surrounding Area

The project site is located within the Sunnymead Village Shopping Center and is bounded on the north by Alessandro Boulevard and to the south by Jenkins Drive. Indian Street is the westerly boundary of the shopping center and to the east of the subject property, are additional retail businesses within the Sunnymead Village shopping center. Adjacent zoning designations include fully developed Residential 5 (R5) Districts on the north side of Alessandro Boulevard as well as on the south side of Jenkins Drive. To the east is the continuation of the Sunnymead Village Center with a Community Commercial (CC) zoning designation that extends to Perris Boulevard. On the west side of Indian Street is a Neighborhood Commercial (NC) zoning district that is partially developed with commercial businesses.

Access/Parking

The proposed dispensary will not negatively affect access or parking in the Sunnymead Village Shopping. This shopping center is fully developed with a current vacancy rate estimated between 25% and 35%. Access to the site from Alessandro Boulevard consists of three, 2-way drive approaches that are not signalized. Access from Indian Street consists of a 2-way access on the north side of the retail spaces, and a 2-way drive access on the south side, mainly used for deliveries to the businesses, and employee parking. This southerly drive access, loops around this portion of the Center and ultimately connects to Alessandro Boulevard. There are effectively two points of access for deliveries.

The shopping center includes adequate parking for the proposed cannabis dispensary. The parking requirement for general retail is one parking space for every 225 square feet of floor area. In the case of the 1,300 square feet space, the Applicant is required to have a minimum of six parking spaces, with one designated accessible space. There are two accessible parking spaces directly in front of the main entrance. Parking is available on both the north and south side of the subject location. As the proposed use is within an established shopping center that has parking available to all businesses on a common area basis through a recorded Reciprocal Parking and Access Agreement there is sufficient parking available.

Design/Landscaping

The project does not include any expansion or construction on the exterior of the space. Several conditions of approval have been incorporated into the project to include repairs to the site. These conditions include a requirement to repair and repaint the wood lattice structure above the north entrance to the subject tenant space; a condition to repaint the south exterior of their space; a condition requiring the applicant to remove any graffiti on their leasable space within 24 hours of the occurrence; and a condition requiring the applicant to replace dead landscaping within a 100' portion of the center median in Alessandro Boulevard, north of the parcel on which the dispensary is located.

REVIEW PROCESS

In compliance with the Municipal Code, the project has been processed through a comprehensive plan review process including a review by the Project Review Staff Committee (PRSC) on January 16, 2019. Based on the complete plan review process, it was determined that no further site plan changes are required, and the final plans presented for the project are consistent with all City requirements subject to the conditions of approval in the attached Resolution.

ENVIRONMENTAL

This project is a retail use within an existing tenant space in the Sunnymead Village Shopping Center. As designed and conditioned, the project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA) under CEQA Guidelines Section 15301 for Existing Facilities.

NOTIFICATION

The public hearing notice for this project was published in the local newspaper on March 15, 2019. Public notices were mailed to all property owners of record within 300 feet of the project site on March 14, 2019. The public hearing notice for this project was posted on site on March 15, 2019.

REVIEW AGENCY COMMENTS

The project application materials were circulated for review by all appropriate City Departments and Divisions, as well as applicable outside Agencies. Throughout the review process, comments and proposed conditions of approval were provided in writing to the Applicant. As applicable, conditions of approval have been included in the Resolution, recommending approval of the project to the Planning Commission.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission APPROVE Resolution number 2019-11 and thereby;

1. CERTIFY that the project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA) under CEQA Guidelines Section 15301 Existing Facilities; and

2. APPROVE Conditional Use Permit PEN18-0241 subject to the attached Conditions of Approval included as Exhibit A to the Resolution.

Prepared by:
Jeff Zwack
Planning Consultant

Approved by:
Patty Nevins
Planning Official

ATTACHMENTS

1. 300' Site Notice
2. Resolution 2019-11
3. Exhibit A Conditions of Approval PEN18-0241
4. Aerial map
5. Zoning Map
6. Site Plan
7. Floor Plan

This may affect your property

Notice of PUBLIC HEARING

Notice is hereby given that a Public Hearing will be held by the Planning Commission of the City of Moreno Valley on the following item(s):

Project: PEN18-0241
Applicant: Andrew Gomez, CEO
Owner: Eung Cheol Bae
Representative Jonathan Zacharias, CFO
A.P. No(s): 482-520-013
Location: 24703 Alessandro Boulevard
Proposal: A Conditional Use Permit for a Retail Cannabis Dispensary in an existing commercial building located in the Community Commercial (CC) zone
Council District: 3

The project has been evaluated against criteria set forth in the California Environmental Quality Act (CEQA) Guidelines and it was determined that the project will not have a significant effect on the environment. A finding that the project is exempt from the provisions of CEQA as a Class 1 Categorical Exemption in accordance with CEQA Guidelines Section 15301 for Existing Facilities is being recommended for the project.

A public hearing before the Planning Commission has been scheduled for the proposed project. Any person interested in commenting on the proposal and recommended environmental determination may speak at the hearing or provide written testimony at or prior to the hearing. The project application, supporting plans and environmental documents may be inspected at the Community Development Department at 14177 Frederick Street, Moreno Valley, California during normal business hours (7:30 a.m. to 5:30 p.m., Monday through Thursday and 7:30 a.m. to 4:30 p.m., Friday), or you may telephone (951) 413-3206 for further information.

The Planning Commission, at the Hearing or during deliberations, could also consider and approve changes to the project. If you challenge this project, including any modifications considered for the project, in court, you may be limited to raising only those items you or someone else raised at the Public Hearing described in this notice, or in written correspondence delivered to the Planning Commission at, or prior to, the Public Hearing.

LOCATION N ↑

PLANNING COMMISSION HEARING

City Council Chamber, City Hall
14177 Frederick Street
Moreno Valley, Calif. 92553

DATE AND TIME: March 28, 2019 at 7:00 P.M.
CONTACT PLANNER: Jeff Zwack
PHONE: 951.413.3206

Upon request and in compliance with the Americans with Disabilities Act of 1990, any person with a disability who requires a modification or accommodation in order to participate in a meeting should direct such request to Guy Pegan, ADA Coordinator, at 951.413.3120 at least 48 hours before the meeting. The 48-hour notification will enable the City to make reasonable arrangements to ensure accessibility to this meeting.

Attachment: 300' Site Notice (3447 : Conditional Use Permit for a Commercial Cannabis Dispensary PEN18-0241, 24703 Alessandro Blvd.)

PLANNING COMMISSION RESOLUTION NO. 2019-11

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MORENO VALLEY APPROVING CONDITIONAL USE PERMIT APPLICATION (PEN18-0241) FOR A CANNABIS RETAIL ESTABLISHMENT "ANGEL ORGANIC HEALING CENTER" IN A TENANT SPACE OF APPROXIMATELY 1,300 SQUARE FEET WITHIN AN EXISTING COMMERCIAL CENTER LOCATED AT 24703 ALESSANDRO BOULEVARD, LOCATED ON THE SOUTH SIDE OF ALESSANDRO BOULEVARD EAST OF INDIAN STREET (ASSESSOR'S PARCEL NUMBER 482-520-013).

WHEREAS, Mr. Andrew Gomez, CEO of Angel Organic Healing Center, LLC, has filed an application for the approval of Conditional Use Permit (CUP) PEN18-0241 for development of a 1,300 square foot Commercial Cannabis Dispensary, as described in the title above; and

WHEREAS, the application has been evaluated in accordance with established City of Moreno Valley (City) procedures, and with consideration of the Municipal Code, General Plan and other applicable regulations; and

WHEREAS, upon completion of a thorough development review process the project was appropriately agendized and noticed for a public hearing before the Planning Commission of the City of Moreno Valley (Planning Commission); and

WHEREAS, the public hearing notice for this project was published in the local newspaper on March 15, 2019. Public notice was sent to all property owners of record within 300 feet of the project site on March 14, 2019. The public hearing notice for this project was also posted on the project site on March 15, 2019; and

WHEREAS, on March 28, 2019, the Planning Commission held a public hearing to consider the application; and

WHEREAS, on March 28, 2019, the Planning Commission of the City of Moreno Valley determined that the project is exempt from the provisions of the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et. seq.) under CEQA Guidelines Section 15301, Existing Facilities; and

WHEREAS, all legal prerequisites to the adoption of this Resolution have occurred; and

WHEREAS, pursuant to Government Code Section 66020(d)(1), **NOTICE IS HEREBY GIVEN** that this project is subject to certain fees, dedications, reservations and other exactions as provided herein.

NOW, THEREFORE, BE IT RESOLVED, it is hereby found, determined and resolved by the Planning Commission as follows:

A. This Planning Commission hereby specifically finds that all of the facts set forth above in this Resolution are true and correct.

B. Based upon substantial evidence presented to this Planning Commission during the above-referenced meeting on March 28, 2019, including written and oral staff reports, public testimony and the record from the public hearing, this Planning Commission hereby specifically finds as follows:

1. **Conformance with General Plan Policies –** The proposed use is consistent with the General Plan, and its goals, objectives, policies and programs.

   FACT: State Planning Law requires cities and counties to set forth goals, policies, and implementation programs for the long-term physical development of the community. Section 65302 (a) of the Government Code requires preparation of a land use element which designates the proposed general distribution and general location of the uses of land for housing, business, industry, public buildings, and open space. The proposed development is located within the Commercial (C) land use designation of the Moreno Valley General Plan.

   The CUP has been evaluated against General Plan Objective 2.4, which states “provide commercial areas within the City that are conveniently located, efficient, attractive, and have safe and easy pedestrian and vehicular circulation in order to serve the retail and service commercial needs of Moreno Valley residents and businesses” and staff has confirmed that the proposed project does not conflict with any of the goals, objectives, policies, and programs of the General Plan. The addition of a new, retail cannabis dispensary will provide an efficient retail use with safe and easy pedestrian and vehicle circulation that will provide a convenience to the surrounding neighborhood.

2. **Conformance with Zoning Regulations –** The proposed use complies with all applicable zoning and other regulations.

   FACT: The proposed project is within the Community Commercial (CC) zoning district. Municipal Code Section 9.02.290 C 2 (Cannabis Business Locations and Use), requires a Conditional Use Permit in order to lawfully operate all commercial cannabis activities including dispensaries. The proposed Conditional Use Permit for a cannabis dispensary will comply with the Municipal Code Section 9.09.290 Commercial Cannabis Activities, which provides standards for cannabis dispensaries. The proposed dispensary will be located within a 1,300 square foot tenant space in the Sunnymead Village Shopping Center.

The project is designed in accordance with the provisions of Section 9.04 Commercial Districts, Section 9.16 Design Guidelines of the City's Municipal Code. The project as designed and conditioned would comply with all applicable zoning standards.

3. **Health, Safety and Welfare –** The proposed use will not be detrimental to the public health, safety or welfare or materially injurious to properties or improvements in the vicinity.

FACT: The proposed commercial cannabis business will operate in an existing 1,300 square foot retail space within the Sunnymead Village Shopping Center. This proposed use will be consistent with General Plan Goal 6.1. The proposed project will be operated consistent with the applicant's Security Plan that contains components to reduce the risk and fear of crime physical planning strategies that maximize the surveillance opportunities via security guards, surveillance cameras and equipment. Therefore, the proposed business is consistent with General Plan Goal 6.1.

Planning staff has reviewed the request in accordance with the latest edition of the California Environmental Quality Act (CEQA) Guidelines and has determined that the project is exempt from the provisions of the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et. seq.) under CEQA Guidelines Section 15301 Existing Facilities.

4. **Location, Design and Operation –** The location, design and operation of the proposed project will be compatible with existing and planned land uses in the vicinity.

FACT: The project site is consistent with the Commercial (C) General Plan and Community Commercial (CC) zoning designations. The proposed commercial cannabis dispensary will be within an existing tenant space of approximately 1,300 square feet in the Sunnymead Village commercial center. No expansion of the facilities is proposed; only interior tenant improvements, consistent with applicable federal, state and local regulations, are proposed. The project is located within the CC zone and can be established by a Conditional Use Permit.

In addition, 24703 Alessandro Boulevard is located further than 600' from any public or private school providing instruction in kindergarten or grades 1 through 12, and from day care centers, youth centers, or arcades.

Overall, the proposed project has been found to be consistent with certain objectives, goals and policies outlined in the City's General Plan, as well as being compatible with the existing land uses in the project area.

This project as proposed conforms to all development standards of the Community Commercial (CC) zone and the design guidelines for commercial developments prescribed in the City's Municipal Code and City Landscape Standards.

5. **Redevelopment Plan** - The project conforms with any applicable provisions of any city redevelopment plan

FACT: In January 2011, the Governor of the State of California proposed statewide elimination of redevelopment agencies. State legislation was passed on June 29, 2011 prohibiting redevelopment agencies from engaging in new business and established timelines for dissolution of redevelopment agencies. For these reasons, the finding is no longer applicable. Even if redevelopment was still in place, this site is not within the boundaries of the City redevelopment plan.

BE IT FURTHER RESOLVED that the Planning Commission **HEREBY APPROVES** Resolution No.2019-11, and thereby:

1. **APPROVE** Conditional Use Permit PEN18-0241 based on the findings contained in this resolution, and subject to the attached conditions of approval included as Exhibit A.

APPROVED this 28th day of March 2019.

_____
Jeffrey Barnes
Chair, Planning Commission

ATTEST:

_____
Patty Nevins, Planning Official
Secretary to the Planning Commission

APPROVED AS TO FORM:

_____
City Attorney

Attachments:

Exhibit A: Conditions of Approval

CITY OF MORENO VALLEY
CONDITIONS OF APPROVAL
Conditional Use Permit (PEN18-0241)

EFFECTIVE DATE:
EXPIRATION DATE:

COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division

1. This approval shall expire three years after the approval date of this project unless used or extended as provided for by the City of Moreno Valley Municipal Code; otherwise it shall become null and void and of no effect whatsoever. Use means the beginning of substantial construction contemplated by this approval within the three-year period, which is thereafter pursued to completion, or the beginning of substantial utilization contemplated by this approval. (MC 9.02.230)

2. In the event the use hereby permitted ceases operation for a period of one (1) year or more, or as defined in the current Municipal Code, this permit may be revoked in accordance with provisions of the Municipal Code. (MC 9.02.260)

3. Commercial cannabis dispensary or distribution operations shall be consistent with all other applicable federal, state and local requirements including the Moreno Valley Municipal Code Title 5 and Title 9, and all related Municipal Code sections. (MC 9.09.290.E4i)

4. The site shall be developed in accordance with the approved plans on file in the Community Development Department - Planning Division, the Municipal Code regulations, General Plan, and the conditions contained herein. Prior to any use of the project site or business activity being commenced thereon, all Conditions of Approval shall be completed to the satisfaction of the Planning Official. (MC 9.14.020)

5. All landscaped areas and the parking lot shall be maintained in a healthy and thriving condition, free from weeds, trash and debris. (MC 9.02.030)

6. Any signs indicated on the submitted plans are not included with this approval and shall be reviewed under separate permit.

7. All site plans, grading plans, landscape plans and proposed signage shall be coordinated for consistency with this approval.

Special Conditions

8. The site has been approved for a Cannabis Dispensary Retail Store located at 24703 Alessandro Boulevard, (approximately 1,300 square feet) per the approved plans and per the requirements of the City's Municipal Code (MC) Section 9.09.290 Commercial cannabis activities. A change or modification to the interior design/set-up, exterior elevations or business process (including security procedures) shall require separate review and approval. For a Conditional Use Permit, violation may result in revocation in the case of a Conditional Use Permit per MC Section 9.09.290 F and 9.02.260.

9. Daily hours of operation for the retail dispensary may start no earlier than 6:00 am and end no later than 10:00 pm, Sunday through Saturday.

10. No person associated with this retail cannabis business shall cause or permit the sale, dispensing or consumption of alcoholic beverages or the sale of tobacco products on or within 50 feet of the premises of a cannabis business. (MC 9.09.290.D2b)

11. The cannabis licensee shall display its current valid Commercial Cannabis Business Permit under Chapter 5.05 of this Code and a Conditional Use Permit issued in accordance with this chapter inside the lobby or waiting area of the main entrance to the site. The permits shall be displayed at all times in a conspicuous plane so that it may be readily seen by all persons entering the site. (MC 9.09.290.D2c)

12. The security plan on file with the City of Moreno Valley shall remain in effect as long as the established use is in operation. Any changes, additions, removal or modifications to the plan shall be submitted to the City for review and inclusion in the Conditional Use Permit.

13. As required by the security plan, the process for any transfer of product or currency shall be identified in the individual security plan. (MC 9.09.290.D2f)

14. All City Fire, Police and Code personnel shall have unlimited and unrestricted property access for inspections of commercial cannabis businesses and facilities during business hours. (MC 9.09.290.D2g)

15. No cannabis or marijuana raw materials or products shall be visible from the exterior of any structure, facility, or building in which commercial cannabis dispensaries are being conducted. All commercial cannabis dispensaries must take place within a fully enclosed, secured and permanent structure (with accommodations in place at all times to allow for and facilitate unlimited/unrestricted access throughout the premises by emergency service personnel). (MC 9.09.290.E4b)

16. The commercial cannabis dispensary shall have designated locked storage on the dispensary property for after-hours storage of medical and adult use recreational cannabis and cannabis infused products. All cannabis and cannabis infused products shall be stored at the dispensary property in secured rooms that are completely enclosed or in a safe that is bolted to the floor (with accommodations in place at all times to allow for and facilitate unlimited/unrestricted access throughout the premises by emergency service personnel). (MC 9.09.290.E4c)

17. All entrances into a commercial cannabis dispensary building shall include high visibility from the main front door exterior at all times with entry controlled by dispensary personnel. (MC 9.09.290.E4d)

18. No delivery service (retail) of any cannabis products to any customers is allowed. All distribution of cannabis must be conducted within the enclosed building area of the dispensary property between the seller and buyer. (MC 9.09.290 (E)(4)(e))

19. No person shall smoke, ingest, or otherwise consume cannabis in any form on, or within twenty (20) feet of, the dispensary site. (MC 9.09.290.E4f)

20. No commercial cannabis dispensary owner or employee shall: (i) cause or permit the sale, distribution, or consumption of alcoholic beverages on the dispensary property (ii) hold or maintain a license form the State Division of Alcoholic Beverage Control for the sale of alcoholic beverages; or (iii) operate a business on or adjacent to the dispensary property that sells alcoholic beverages. No alcoholic beverages shall be allowed or stored on the dispensary property. (MC 9.09.290.E4g)

21. All operations conducted and equipment used must be in compliance with all applicable state and local regulations, including all building, electrical and fire codes. (MC 9.09.290.E7b)

22. Different types of commercial cannabis activities may not be located within the same building or structure without appropriate demising walls approved through the community development department, building division and fire department, and each separate commercial cannabis activity must have distinct separate operating permits issued by the city and state, and CUP issued by the city. (MC 9.09.290.E7c)

23. A fire sprinkler system shall be installed for this project or as required by the Municipal Code Section 9.09.290. An approved automatic fire sprinkler system, designed in compliance with the California Fire Code is required in every building that houses a commercial cannabis business. This is a minimum standard and does not preclude the city from imposing additional fire prevention measures as deemed necessary by the fire marshal (MC 9.09.290.E7d)

24. Exterior landscaping within ten (10) feet of a licensed premises shall be designed, installed and maintained free of locations which could reasonably be used by persons to conceal themselves and/or to enable undesirable activity. The design and maintenance practices shall give appropriate consideration to both natural and artificial illumination. (MC 9.09.290.E8c)

25. Two secured parking spaces, identified on the plot plan shall be located convenient to the required secured area of each facility and be used by secured transfer vehicles involved in the couriering or dispensing of cannabis materials products to and from the facility and for use by any secured vehicle commissioned for the transfer of currency to and from the facility. (MC 9.09.290.E9f)

26. Noise impacts shall be below the level of 55 dBA at one time beyond the boundaries of the property. Loading or unloading activities shall be conducted per the Security Plan no earlier than 6:00 a.m. or after 10:00 p.m.

27. Any commercial cannabis business shall be limited to one wall-mounted business identification sign per licensed premises and be in compliance with all other aspects of the city's sign regulations included in Chapter 9.12 and 9.09.293.E11c of the code. (MC 9.09.290.E11a)

28. Signs shall be limited to the identification of the licensee's business name and shall contain no advertising of symbols, language, music, gestures, cartoon characters or other content elements known to appeal primarily to persons below the legal consumption age. (Does not apply to Inside placements of advertising signs which are not visible by normal unaided vision from a public place, provided that such advertising signs do not advertise marijuana or marijuana products in a manner intended to encourage persons under the age of twenty-one to consume marijuana or marijuana products). (MC 9.09.290.E11b)

29. Internal signs shall be in compliance with regulations in 9.09.293.E11.

30. A sign, indicating that smoking, ingesting, or consuming cannabis, marijuana or alcohol on the licensed premises is prohibited, shall be posted in a conspicuous location. (MC 9.09.290.E11e)

31. Security surveillance cameras and a video recording system must be installed to monitor all doors into and out of the buildings on the site, the parking lot, loading areas, and all exterior sides of the property adjacent to the public rights-of-way. The camera and recording systems must be of adequate quality, color rendition, and resolution to allow the identification of any individual present on the site. The recording system must be capable of exporting the recorded video in standards MPEG formats to another common medium, such as a DVD or USB drive. (MC 9.09.290.E12a)

32. Professionally and centrally monitored fire, sprinkler, robbery, and burglar alarm systems must be installed and maintained in good working condition. The alarm system must include a private security company that is required to respond to every alarm. (MC 9.09.290.E12b)

33. Waste and storage and disposal of all marijuana and cannabis products shall meet all applicable

state and local health regulation. (MC 9.09.290.E13)

34. Odor control devices and techniques in accordance with the Odor Control Plan shall be incorporated in all licensed premises to ensure that odors from cannabis or marijuana are not detectable offsite (anywhere outside of the licensed premises) per MC 9.09.290.E14a and b.

35. Licensee shall prohibit loitering by individuals outside the licensed premises or anywhere on the property. (MC 9.09.290.E14c)

36. Licensee shall remove any graffiti from the licensed premises within twenty-four (24) hours of its occurrence, or as requested by the city. (MC 9.09.290.E14d)

37. The Applicant shall repair and repaint the wooden lattice structure, on the north elevation of their tenant space, to the satisfaction of the Planning and Building Divisions.

38. The Applicant shall paint the south elevation of the building within the confines of their leasable area, to the satisfaction of the Planning Division.

39. Applicant shall work with Property Owner to ensure that the block wall on the south side of the site, near the south ingress/egress to the subject location is repaired to the satisfaction of the Planning and Building Divisions, prior to issuance of a Certificate of Occupancy.

40. The shopping center parking lot lighting shall be maintained in good repair and shall comply with the Municipal Code lighting standards and the Security Plan at all times.

41. Pedestrian pathways across circulation aisles/paths shall be provided throughout the development to connect dwellings with parking and/or the public right-of-way.

42. Prior to issuance of building permits, the developer shall submit wall/fence plans to the Planning Division for review and approval of any new or repaired fencing/walls.

43. Prior to issuance of building permits, two copies of a detailed, on-site, computer generated, point-by-point comparison lighting plan, including exterior building, parking lot, and landscaping lighting, shall be submitted to the Planning Division for review and approval. The lighting plan shall be generated on the plot plan and shall be integrated with the final landscape plan. The plan shall indicate the manufacturer's specifications for light fixtures used and shall include style, illumination, location, height and method of shielding. The lighting shall be designed in such a manner so that it meets the lighting standards in the Cannabis Ordinance 932. After the third plan check review for lighting plans, an additional plan check fee will apply. (MC 9.08.100, DG)

44. Prior to issuance of any building permits, final landscaping and irrigation plans shall be submitted for review and approval of any new or repaired landscaping by the Planning Division designed per the City's Municipal Code 9.17.

45. Prior to issuance of Certificates of Occupancy or building final, the required landscaping and irrigation shall be installed. (DC 9.03.040)

46. Prior to the issuance of Certificates of Occupancy or building final, all required and proposed fences and walls shall be constructed according to the approved plans on file in the Planning Division. (MC 9.080.070).

47. Prior to issuance of Certificate of Occupancy or building final, installed landscaping and irrigation shall be inspected by the Planning Division.

48. The commercial cannabis operation shall comply with all requirements of Moreno Valley Municipal Code Chapter 5.05 prior to issuance of occupancy permits.

Security Plan and Measures

49. Prior to Building Final and Certificate of Occupancy, the process for any transfer of product or currency shall be identified in an updated Security Plan to be reviewed and approved by the Planning Division. (MC9.09.290 D2f)

50. The Security Plan approved with this CUP and on file with the City of Moreno Valley shall remain in effect as long as the established use is in operation. Any changes, additions, removal or modifications to the plan shall be submitted to the City for review, approval and inclusion in the Conditional Use Permit file.

51. A permitted commercial cannabis business shall implement sufficient security measures to deter and prevent the unauthorized entrance into areas containing cannabis or cannabis products, and to deter and prevent the theft of cannabis or cannabis products at the commercial cannabis business in accordance with their Security Plan. These security measures shall include, but shall not be limited to, all of the measures identified in Chapter 5.05 of the Municipal Code.

Miscellaneous Operating Requirements

52. Persons under the age of twenty-one (21) years shall not be allowed on the premises of an A-Type commercial cannabis business and shall not be allowed to serve as a driver for a mobile delivery service. It shall be unlawful and a violation of this chapter for any person to employ any person at a commercial cannabis business who is not at least twenty-one (21) years of age. Persons under the age of eighteen (18) years shall not be allowed on the premises of an M-Type commercial cannabis business. (MC5.05310H1)

Economic Development Department (EDD)

53. New Moreno Valley business are encouraged to hire local residents.

54. New Moreno Valley business may utilize the workforce recruitment services provided by the Moreno Valley Employment Resource Center (“ERC”).
The ERC offers no cost assistance to businesses recruiting and training potential employees. Complimentary services include:

    - Job Announcements
    - Applicant testing / pre-screening
    - Interviewing
    - Job Fair support
    - Training space

    New Moreno Valley businesses may work with the Economic Development Department to coordinate job recruitment fairs.

55. New Moreno Valley businesses may adopt a “First Source” approach to employee recruitment that gives notice of job openings to Moreno Valley residents for one week in advance of public recruitment.

Building and Safety Division

56. The proposed non-residential project shall comply with the latest Federal Law, Americans with Disabilities Act, and State Law, California Code of Regulations, Title 24, Chapter 11B for accessibility standards for the disabled including access to the site, exits, bathrooms, work spaces, etc.

57. Contact the Building Safety Division for permit application submittal requirements.

58. Any construction within the city shall only be completed between the hour of seven a.m. to seven p.m. Monday through Friday, excluding holidays and from eight a.m. to four p.m. on Saturday, unless written approval is obtained from the city building official or city engineer (Municipal Code Section 8.14.040.E).

59. Building plans submitted shall be signed and sealed by a California licensed design professional as required by the State Business and Professions Code.

60. The proposed development is subject to the payment of applicable processing fees as required by the City's current Fee Ordinance at the time a building permit application is submitted or prior to the issuance of permits as determined by the City.

61. The proposed project will be subject to approval by the Eastern Municipal Water District and all applicable fees and charges shall be paid prior to permit issuance. Contact the water district at 951.928.3777 for specific details.

62. The proposed project's occupancy shall be classified by the Building Official and must comply with exiting, occupancy separation(s) and minimum plumbing fixture requirements. Minimum plumbing fixtures shall be provided per the 2016 California Plumbing Code, Table 422.1. The occupant load and occupancy classification shall be determined in accordance with the California Building Code.

63. All remodeled structures shall be designed in conformance to the latest design standards adopted by the State of California in the California Building Code, (CBC) Part 2, Title 24, California Code of Regulations including requirements for allowable area, occupancy separations, fire suppression systems, accessibility, etc. The current code edition is the 2016 CBC.

64. Restroom facilities must be provided for public use. Single accommodation restroom may be used for both employees and customers. 2016 California Plumbing Code 422.4

65. Prior to permit issuance, every applicant shall submit a properly completed Waste Management Plan (WMP), as a portion of the building or demolition permit process. (MC 8.80.030)

FIRE DEPARTMENT

66. Prior to issuance of Certificate of Occupancy or Building Final, all commercial buildings shall display street numbers in a prominent location on the street side and rear access locations. The numerals shall be a minimum of twelve inches in height. (CFC 505.1, MVMC 8.36.060[I])

67. All restricted access and egress devices shall be approved by the Building and Fire Departments and be in compliance with the 2016 CBC.

68. Final fire and life safety conditions will be addressed when the Fire Prevention Bureau reviews building plans. These conditions will be based on occupancy, use, California Building Code (CBC), California Fire Code (CFC), and related codes, which are in effect at the time of building plan submittal.

69. The Fire Code Official is authorized to enforce the fire safety during construction requirements of Chapter 33. (CFC Chapter 33 & CBC Chapter 33)

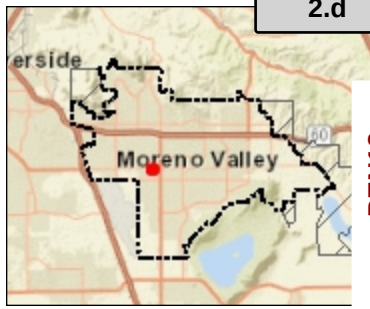
70. Prior to issuance of a Certificate of Occupancy or Building Final, a "Knox Box Rapid Entry System" shall be provided. The Knox-Box shall be installed in an accessible location approved by the Fire Code Official. All exterior security emergency access gates shall be electronically operated and be provided with Knox key switches for access by emergency personnel. (CFC 506.1)

PUBLIC WORKS DEPARTMENT

Special Districts Division

71. The Applicant shall be responsible for paying for the cost of replacing dead plants within a portion of the center median of Alessandro Boulevard in an area of approximately 100' in length, immediately adjacent to the frontage of Assessor Parcel No. 482-520-013.

Angel Organic Healing Center
24703 Alessandro Boulevard



Legend

Public Facilities
- Public Facilities
- Fire Stations

Parcels

City Boundary

Sphere of Influence

Notes

315.5 0 157.74 315.5 Feet

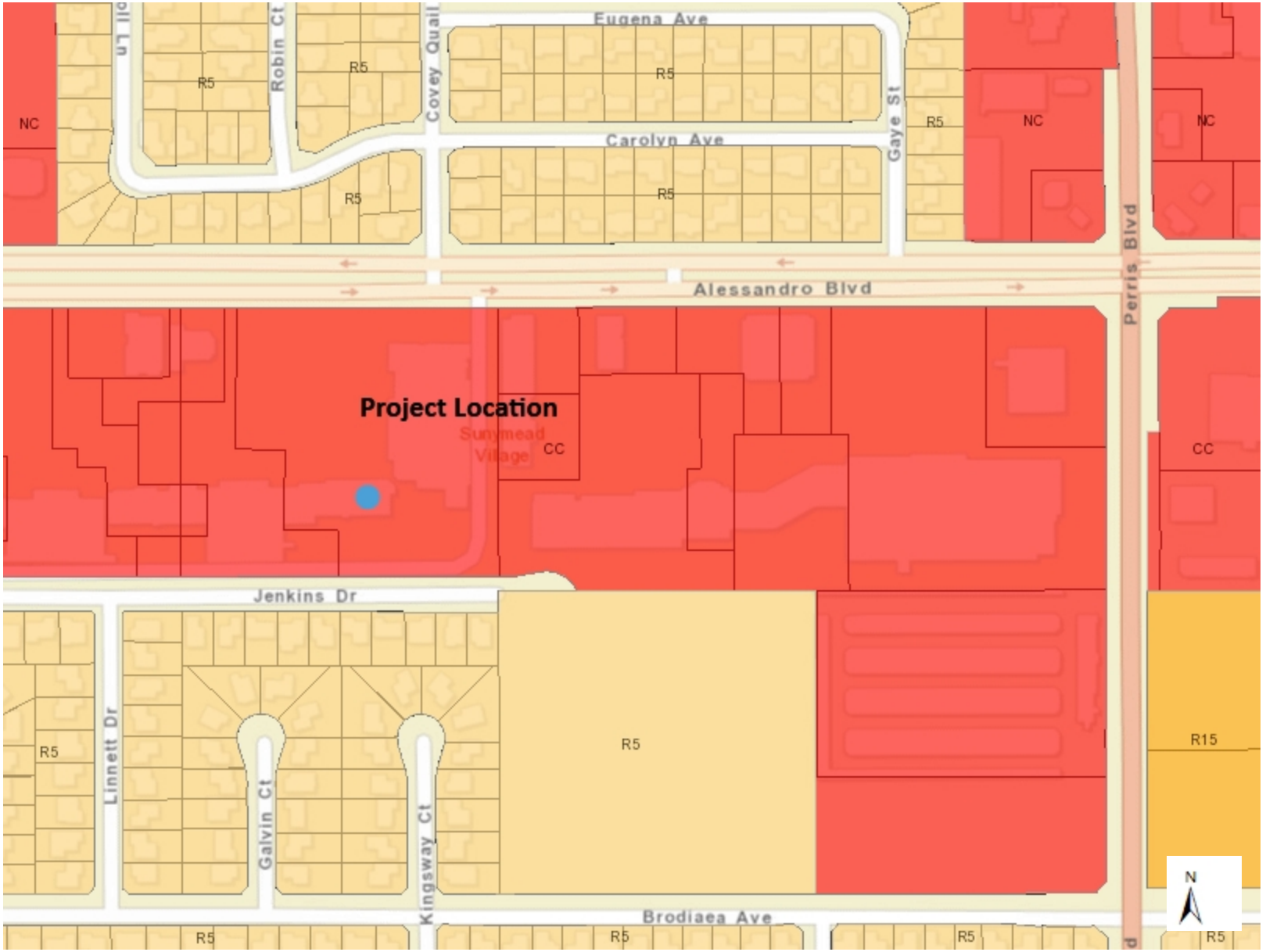
WGS_1984_Web_Mercator_Auxiliary_Sphere

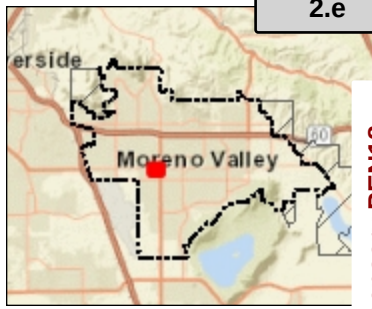
Print Date: 2/11/2019

DISCLAIMER: The information shown on this map was compiled from the City of Moreno Valley GIS and Riverside County GIS. The land base and facility information on this map is for display purposes only and should not be relied upon without independent verification as to its accuracy. Riverside County and City of Moreno Valley will not be held responsible for any claims, losses or damages resulting from the use of this map.

Attachment: Aerial map (3447 : Conditional Use Permit for a Commercial Cannabis Dispensary PEN18-

Community Commercial (CC) Zoning





Legend

Zoning
- Commercial
- Industrial/Business Park
- Public Facilities
- Office
- Planned Development
- Large Lot Residential
- Residential Agriculture 2 DU/AC
- Residential 2 DU/AC
- Suburban Residential
- Multi-family
- Open Space/Park

Master Plan of Trails
- Bridge
- Improved
- Multiuse
- Proposed
- Regional
- State

- Parcels
- City Boundary
- Sphere of Influence

Notes

631.0 0 315.48 631.0 Feet

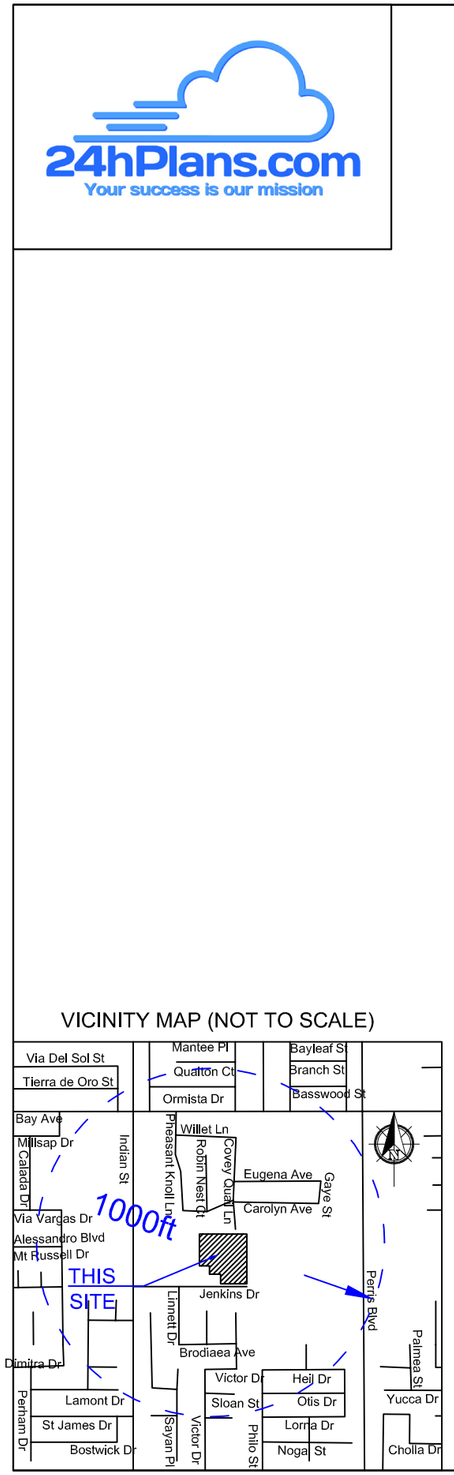
WGS_1984_Web_Mercator_Auxiliary_Sphere

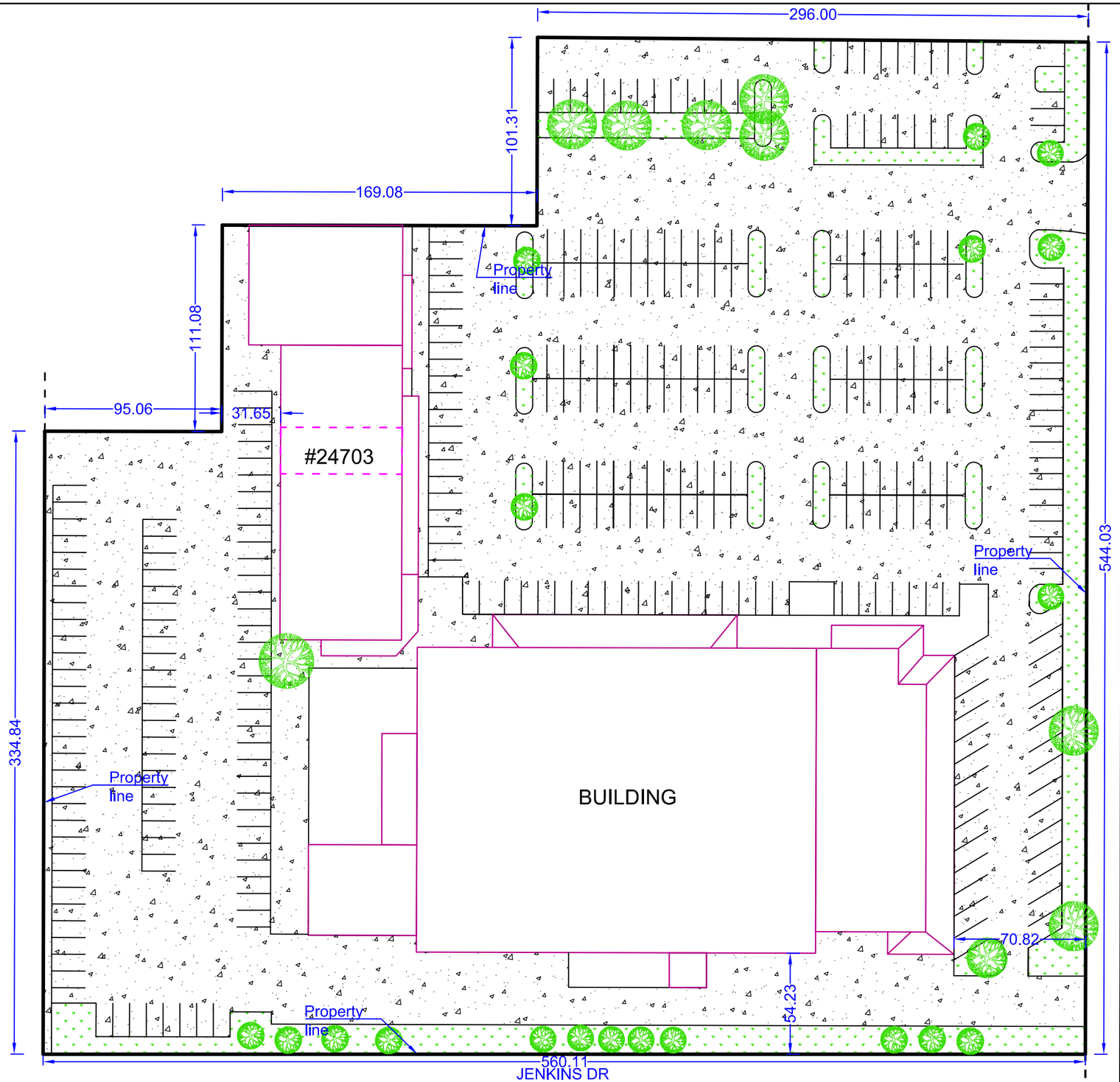
Print Date: 2/11/2019

DISCLAIMER: The information shown on this map was compiled from the City of Moreno Valley GIS and Riverside County GIS. The land base and facility information on this map is for display purposes only and should not be relied upon without independent verification as to its accuracy. Riverside County and City of Moreno Valley will not be held responsible for any claims, losses or damages resulting from the use of this map.

Attachment: Zoning Map (3447 : Conditional Use Permit for a Commercial Cannabis Dispensary PEN18-

24hPlans.com
Your success is our mission

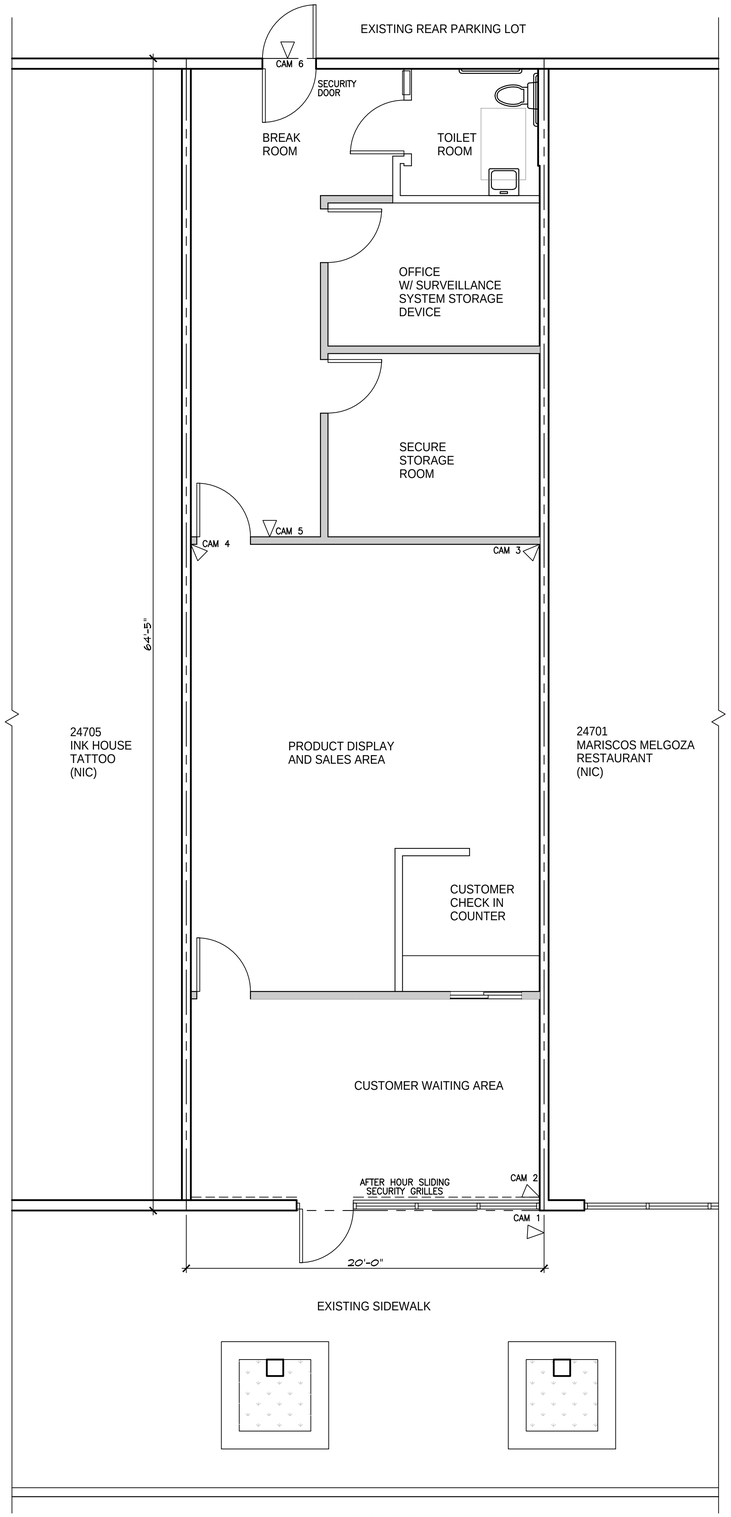


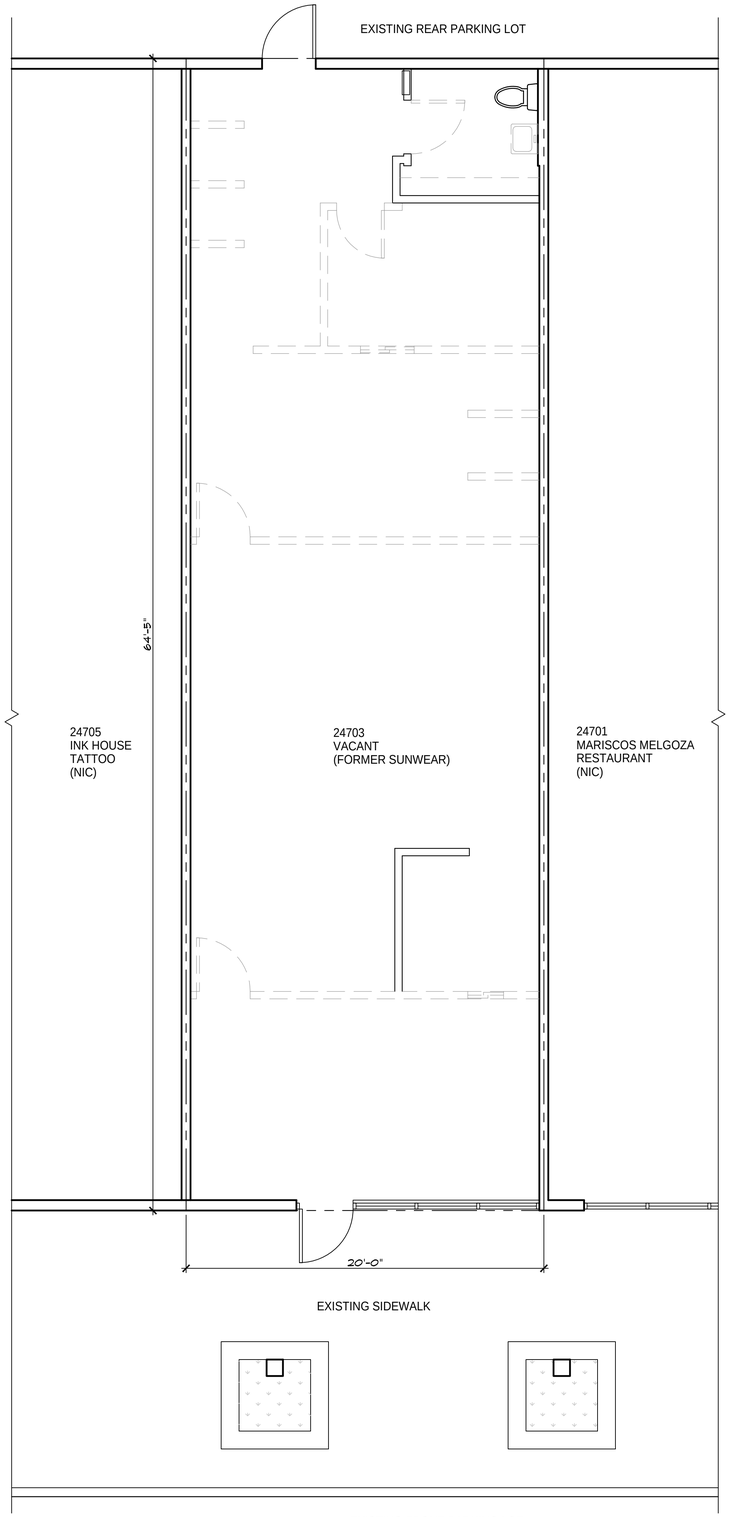


ALESSANDRO BLVD

24703 Alessandro Blvd
Moreno Valley, CA 92553
Scale 1"=60'

Attachment: Site Plan [Revision 1] (3447 : Conditional Use Permit for a Commercial Cannabis Dispensary PEN18-0241, 24703 Alessandro Blvd.)





ANGEL ORGANIC HEALING CENTER

24703 ALESSANDRO BLVD.
MORENO VALLEY, CA 92553

ITRA GROUP INC.

984 Crystal Wate Lane
Walnut, CA 91789

Tel: (909) 524-2148
E-mail: itragroup@gmail.com

Released

1ST	
2ND	
3RD	
4TH	

Revisions

1	
2	
3	
4	

Date	Scale
05/03/18	1/4" = 1'-0"
Drawn by	Checked by
S.H.	R.S.

Project No.
181101

Drawing Title
EXISTING FLOOR PLAN
PROPOSED FLOOR PLAN

Drawing No.
A-1.0

PLANNING COMMISSION

STAFF REPORT

Meeting Date: March 28, 2019

PROPOSED CONDITIONAL USE PERMIT FOR A COMMERCIAL CANNABIS DISTRIBUTION FACILITY

Case:	PEN18-0213
Applicant:	SSCA Enterprises, LLC
Property Owner	JRMVP, LLC
Representative	Brandon Rexroad
Location:	11875 Pigeon Pass Road, Suite C-2
Case Planner:	Julia Descoteaux
Council District:	2
Proposal	A Conditional Use Permit for a Commercial Cannabis Distribution Facility

SUMMARY

The applicant, Brandon Rexroad, owner of SSCA Enterprises, LLC, is requesting approval of a Conditional Use Permit (CUP) to allow a cannabis distribution facility, "Shango Distribution," within an 11,561 square foot space located at 11875 Pigeon Pass Road in an existing shopping center. This shopping center, which has Stater Bros as the anchor tenant, is located within a Community Commercial (CC) zone. The applicant is proposing hours of operation between 6:00 am and 10:00 pm, seven days per week. The proposed use will allow for the procurement, sale, and transport of cannabis and cannabis products between licensees such as to retail distributors. No public sales will be conducted at the distribution facility. This project, as conditioned, has been found to be consistent with goals, policies and objectives of the City's General Plan and Municipal Code.

Background

Pursuant to the authority granted to the City by Article XI, Section 7 of the California Constitution, a City may make and enforce, within its limits, regulations designed to promote the public health, safety and welfare. The City Council, recently adopted Ordinances that regulate commercial cannabis businesses in the City. These Ordinances are based on both federal and state laws.

Federal and State Laws

The Federal Controlled Substances Act classifies marijuana as a Schedule 1 Drug and makes it unlawful, under federal law, for any person to cultivate, manufacture, distribute, or possess with intent to manufacture, distribute, dispense, or possess. However, in 2016, Proposition 64 was approved by the voters in California ("The Adult Use Marijuana Act" or AUMA). AUMA established a comprehensive system to legalize, control and regulate the cultivation, processing, manufacturing, distribution, testing and sale of non-medical marijuana and products for use by adults 21 years of age and older. In addition, it allows taxation of commercial growth and retail sales of marijuana and marijuana products. Most recently, in 2017, then Governor Jerry Brown signed the "Medical and Adult-Use Cannabis Regulations and Safety Act" (MAUCRSA) which further amends prior statutory enactments.

City Regulations

In November 2017, the City Council adopted Ordinance 926, which set rules for the establishment, operation, and regulation of specific commercial cannabis uses, and in March 2018 the City Council approved Resolution 2018-11 approving the initial procedure for permit applications. Land use regulations for the operation of the cannabis uses were established in April 2018 with the adoption of Ordinance 932, which provided for the following cannabis uses: dispensaries, testing, cultivation, manufacturing, microbusinesses, and distribution.

The City Council determined the final maximum number of permits with the adoption of Resolution No. 2018-94 in December 2018. The number of commercial cannabis permits was established at an overall maximum of 43 permits between the various business categories. The total number of permits allowed in each category are as follows: **Dispensaries** (23), **Testing facilities** (2), **Cultivation** (8), **Manufacturing** (5), **Distribution** (of products from licensee to licensee only) (2), and **Microbusiness** (3).

The City's multi-step process for selecting commercial cannabis businesses that can legally operate in the City is as follows:

Step 1 – Commercial Cannabis Business Permit Application Process. Commercial Cannabis Business Permit applications were reviewed and a background check of business Owner(s) and their Employees, was conducted. Applications with a minimum overall score of 80% were interviewed by staff to establish a candidate pool. The City

then issued provisional Commercial Cannabis Business Permits to the successful Applicants. Only these commercial cannabis businesses can proceed to the subsequent steps in the process.

Step 2 – Obtain a Conditional Use Permit. Municipal Code Section 9.09.290C2, requires that commercial cannabis businesses must obtain a Conditional Use Permit, which is a land use entitlement process to confirm the proposed land use and site development elements will be consistent with City established development regulations as well as compatible with other land uses near the proposed project.

Step 3 – State approval. In addition to local permits, each Commercial cannabis businesses must also obtain applicable State of California cannabis permits prior to commencing operation lawfully within the City.

Step 4 – Obtain a Certificate of Occupancy. Lastly, all commercial cannabis businesses must pay all applicable City fees and obtain a Certificate of Occupancy ("C of O") from the Building and Safety Division, prior to opening for business. The C of O is the final step in the process and documents that the Applicant has completed all required tenant improvements to the building and modifications to the parking lot, as required by conditions of approval in the CUP Resolution.

To date, SSCA Enterprises, LLC, received a provisional Commercial Cannabis Business Permit from the City of Moreno Valley on August 13, 2018 (Permit Number MVCCBP-D0002). A subsequent application for a Conditional Use Permit was submitted to the City on October 26, 2018. The applicant is required to submit to the State of California for the necessary state permits.

PROJECT DESCRIPTION

Project

The applicant is requesting approval to establish a commercial cannabis distribution facility (no retail sales). The site is located at 11875 Pigeon Pass Road in a vacant, retail space within the existing shopping center located on the north side of Ironwood Avenue at Pigeon Pass Road, (Assessor's Parcel Number 264-030-027). The tenant space is approximately 11,561 square feet in area and will contain various offices and secured areas consistent with a distribution facility per the approved plan. The site includes an indoor vehicle intake area for secured product delivery.

Proposed hours of operation for the distribution facility will be between 6:00 am and 10:00 pm, which is consistent with provisions in state law regulating hours of operation for a cannabis businesses.

It is noted that a separate cannabis activity (i.e. dispensary) is proposed in the adjacent suite under a separate and distinct provisional Commercial Cannabis Business Permit and separate conditional use permit application. The proposed distribution facility includes the required demising wall between the two cannabis activities within the same

building. A condition of approval is included to allow transport of cannabis products from the distribution facility to the retail business however; no cannabis product can be transported to the distribution business from the retail facility.

Safety and Security Plan

Moreno Valley Municipal Code Section 9.09.294(B)(6) requires that any transfer of product or currency shall be identified in an individual security plan that is approved by the City. A Safety and Security Plan that identifies methods to address site security for employees, customers and the public as well as fire prevention methods that comply with local and state laws was provided. Some of the highlights of the Safety and Security Plan include the following:

1) Utilization of on-site security personnel to monitor the exterior and interior of the business premises.
2) Controlled entrances.
3) Installation and maintenance of a security and a fire alarm system through a licensed alarm company.
4) Installation of a video surveillance system consisting of interior and exterior cameras and video recorders.

The Safety and Security Plan ensures safety for both customers and employees of a commercial cannabis business. Exterior door, windows or other points of access within 20' of the premises will be under video surveillance and will be patrolled by a licensed security officer during hours of operation.

Public access from the public waiting area into the display and sales area will be controlled and will utilize electronic sensors and cameras throughout all public and private areas. All surveillance videos will be made available to Police and Fire Departments upon their request.

The Municipal Code also requires that two secured parking spaces, be identified on a plot plan for use by vehicles involving the transfer of cannabis products or currency. Staff has interpreted this to mean spaces that are in proximity to entrances, monitored by cameras, and overseen by security people. A condition has been included to require identification of the two spaces on a plot plan to be incorporated into the security plan.

Odor Control Plan

An Odor Control Plan was provided to demonstrate conformance with City requirements related to nuisance/odor; the plan states that an air quality mechanical system will be used that incorporates a two-part air filtering system with special odor absorbing filters and a specialty air exhaust system in the tenant space. These systems will ensure that any odors associated with the dispensary are not detectable outside the premises, including parking lots, public rights-of-way, and adjacent business locations or surrounding neighborhoods. The conditions of approval specify that odor control

devices and techniques shall be incorporated in all premises to ensure that odors from cannabis are not detectable offsite, or anywhere on the premises.

Surrounding Area

The project site is located within the existing shopping center on the north side of Ironwood Avenue west of Pigeon Pass Road, zoned Community Commercial. The existing shopping center includes a grocery store to the north and various retail and offices uses all within the Community Commercial zone. The proposed use will take place in the end unit on the south portion of the shopping center. The immediately adjacent suite to the north is currently vacant and proposed for a cannabis dispensary. The next adjacent suite to the north is occupied by a wireless retail store. Properties to the west across Medley Drive and to the south across Ironwood Avenue are zoned Residential 5 with existing single-family homes.

Access/Parking

Access to the site is from Ironwood Avenue and Pigeon Pass Road with reciprocal access is provided through the shopping center. The distribution facility will be accessible from the front as well as the rear of the building. Parking for the facility will include existing parking spaces on the south side of the building as well as and the reciprocal parking to the east within the shopping center.

Design/Landscaping

The project does not include any expansion of the building. A special condition requires the applicant to remove any graffiti on their leasable space within 24 hours of the occurrence. An additional special condition requires the applicant to repair the driveway approach at the Ironwood driveway.

REVIEW PROCESS

In compliance with the Municipal Code, the Project Review Staff Committee (PRSC) reviewed this project on December 10, 2018. Based on the review, it was determined that no further site plan changes were required, and that the project will be consistent with the City's requirements subject to the conditions of approval in the attached Resolution.

ENVIRONMENTAL

This project is a distribution facility (to retail businesses only) use within an existing tenant space in the existing shopping center. As designed and conditioned, this project is exempt from the provisions of the California Environmental Quality Act (CEQA) under CEQA Guidelines Section 15301 for Existing Facilities.

NOTIFICATION

The public hearing notice for this project was published in the local newspaper on March 15, 2019. Public notices were mailed to all property owners of record within 300 feet of the project site on March 14, 2019. The public hearing notice for this project was posted on site on March 15, 2019.

REVIEW AGENCY COMMENTS

The project application materials were circulated for review by all appropriate City Departments and Divisions, as well as applicable outside Agencies. Throughout the review process, comments and proposed conditions of approval were provided in writing to the Applicant. As applicable, conditions of approval have been included in the Resolution, recommending approval of the project to the Planning Commission.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission **APPROVE** Resolution No. 2019-21, and thereby:

1. **CERTIFY** that the project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA) under CEQA Guidelines Section 15301 (Class 1) Existing Facilities; and

2. **APPROVE** PEN18-0213 Conditional Use Permit subject to the attached Conditions of Approval included as Exhibit A.

Prepared by:
Julia Descoteaux
Associate Planner

Approved by:
Patty Nevins
Planning Official

ATTACHMENTS

1. 300'Foot Notice_PEN19-0027+PEN18-0213
2. Resolution No. 2019-21
3. Exhibit A to Resolution No. 2019-21 Conditions of Approval
4. Site Plan
5. Floor Plan
6. Limited access area plan
7. 300 Radius
8. Elevation Plan

This may affect your property

Notice of PUBLIC HEARING

Notice is hereby given that a Public Hearing will be held by the Planning Commission of the City of Moreno Valley on the following item(s):

Project 1: PEN18-0213
Proposal: A Conditional Use Permit for a Cannabis Distribution facility (11,561 square feet) in an existing commercial building located in the Community Commercial (CC) zone.
Applicant: SSCA Enterprises, LLC
Property Owner: JRMVP, LLC
Representative: Brandon Rexroad
A.P. No(s): 264-030-027
Location: 11875 Pigeon Pass Road, Suite C-2

Project 2: PEN19-0027
Proposal: A Conditional Use Permit for a Retail Cannabis Dispensary (5,006 square feet) in an existing commercial building located in the Community Commercial (CC) zone.
Applicant: SMA Group, Inc.
Property Owner: JRMVP, LLC
Representative: Brandon Rexroad
A.P. No(s): 264-030-027
Location: 11875 Pigeon Pass Road, Suite C-1

Council District: 2

Each project has been evaluated against criteria set forth in the California Environmental Quality Act (CEQA) Guidelines and it was determined that the projects will not have a significant effect on the environment. A finding that the projects are exempt from the provisions of CEQA as a Class 1 Categorical Exemption in accordance with CEQA Guidelines Section 15301 for Existing Facilities is recommended for each projects.

A public hearing before the Planning Commission has been scheduled for the proposed projects. Any person interested in commenting on the proposal and recommended environmental determination may speak at the hearing or provide written testimony at or prior to the hearing. The project applications, supporting plans and environmental documents may be inspected at the Community Development Department at 14177 Frederick Street, Moreno Valley, California during normal business hours (7:30 a.m. to 5:30 p.m., Monday through Thursday and 7:30 a.m. to 4:30 p.m., Friday), or you may telephone (951) 413-3206 for further information.

The Planning Commission, at the Hearing or during deliberations, could also consider and approve changes to the project. If you challenge this project including any modifications considered for the project in court, you may be limited to raising only those items you or someone else raised at the Public Hearing described in this notice, or in written correspondence delivered to the Planning Commission at, or prior to the Public Hearing.

LOCATION N

PLANNING COMMISSION HEARING

City Council Chamber, City Hall
14177 Frederick Street
Moreno Valley, Calif. 92553

DATE AND TIME: March 28, 2019 at 7:00 P.M.
CONTACT PLANNER: Julia Descoteaux
PHONE: 951.413.3209

Upon request and in compliance with the Americans with Disabilities Act of 1990, any person with a disability who requires a modification or accommodation in order to participate in a meeting should direct such request to Guy Pegan, ADA Coordinator, at 951.413.3120 at least 48 hours before the meeting. The 48-hour notification will enable the City to make reasonable arrangements to ensure accessibility to this meeting.

PLANNING COMMISSION RESOLUTION NO. 2019-21

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MORENO VALLEY APPROVING CONDITIONAL USE PERMIT APPLICATION (PEN18-0213) FOR A CANNABIS DISTRIBUTION FACILITY "SHANGO DISTRIBUTION" IN A TENANT SPACE OF APPROXIMATELY 11,561 SQUARE FEET WITHIN AN EXISTING COMMERCIAL CENTER LOCATED AT 11875 PIGEON PASS ROAD SUITE C-2, SITE LOCATED ON THE NORTH SIDE OF IRONWOOD AT PIGEON PASS ROAD (ASSESSOR'S PARCEL NUMBER 264-030-027).

WHEREAS, Mr. Brandon Rexroad, Owner of SSCA Enterprises, LLC, has filed an application for the approval of Conditional Use Permit (CUP) PEN18-0213 for development of a 11,561 square foot Commercial Cannabis Distribution facility, operating between the hours of 6:00 AM and 10:00 PM, 7-days per week hours, as described in the title above; and

WHEREAS, the application has been evaluated in accordance with established City of Moreno Valley (City) procedures, and with consideration of the Municipal Code, General Plan and other applicable regulations; and

WHEREAS, upon completion of a thorough development review process the project was appropriately agendized and noticed for a public hearing before the Planning Commission of the City of Moreno Valley (Planning Commission); and

WHEREAS, the public hearing notice for this project was published in the local newspaper on March 15, 2019 Public notice was sent to all property owners of record within 300 feet of the project site on March 14, 2019. The public hearing notice for this project was also posted on the project site on March 15, 2019; and

WHEREAS, on March 28, 2019, the Planning Commission held a public hearing to consider the application; and

WHEREAS, on March 28, 2019, the Planning Commission of the City of Moreno Valley determined that the project is exempt from the provisions of the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et. seq.) under CEQA Guidelines Section 15301, Existing Facilities; and

WHEREAS, all legal prerequisites to the adoption of this Resolution have occurred; and

WHEREAS, pursuant to Government Code Section 66020(d)(1), **NOTICE IS HEREBY GIVEN** that this project is subject to certain fees, dedications, reservations and other exactions as provided herein.

NOW, THEREFORE, BE IT RESOLVED, it is hereby found, determined and resolved by the Planning Commission as follows:

A. This Planning Commission hereby specifically finds that all of the facts set forth above in this Resolution are true and correct.

B. Based upon substantial evidence presented to this Planning Commission during the above-referenced meeting on March 28, 2019, including written and oral staff reports, public testimony and the record from the public hearing, this Planning Commission hereby specifically finds as follows:

1. **Conformance with General Plan Policies –** The proposed use is consistent with the General Plan, and its goals, objectives, policies and programs.

   FACT: State Planning Law required cities and counties to set forth goals, policies, and implementation programs for the long term physical development of the community. Section 65302 (a) of the Government Code requires preparation of a land use element which designates the proposed general distribution and general location of the uses of land for housing, business, industry, public buildings, and open space. The proposed development is located within the Commercial (C) land use designation of the Moreno Valley General Plan.

   The CUP has been evaluated against General Plan Objective 2.4, which states “provide commercial areas within the City that are conveniently located, efficient, attractive, and have safe and easy pedestrian and vehicular circulation in order to serve the retail and service commercial needs of Moreno Valley residents and businesses” and staff has confirmed that the proposed project does not conflict with any of the goals, objectives, policies, and programs of the General Plan. The addition of a new, cannabis distribution facility will provide an efficient use with safe and easy vehicle circulation.

2. **Conformance with Zoning Regulations –** The proposed use complies with all applicable zoning and other regulations.

   FACT: The proposed project is within the Community Commercial zoning district. Municipal Code Section 9.02.290 C 2 (Cannabis Business Locations and Use), requires a Conditional Use Permit in order to lawfully operate all commercial cannabis activities including distribution facilities. The proposed Conditional Use Permit for a cannabis distribution facility will comply with the Municipal Code Section 9.09.290 Commercial Cannabis Activities, which provides standards for cannabis distribution facilities. The proposed distribution facility will be located within a 11,561 square foot tenant space in the shopping center.

The project is designed in accordance with the provisions of Section 9.04 Commercial Districts, Section 9.16 Design Guidelines of the City's Municipal Code. The project as designed and conditioned would comply with all applicable zoning standards.

3. **Health, Safety and Welfare –** The proposed use will not be detrimental to the public health, safety or welfare or materially injurious to properties or improvements in the vicinity.

FACT: The proposed commercial cannabis business will operate in an existing 11,561 square foot space within the existing shopping center. This proposed use will be consistent with General Plan Goal 6.1. The proposed project will be operated consistent with the Applicant's Security Plan that contains physical planning strategies that maximize the surveillance opportunities via security guards, surveillance cameras and equipment. Therefore, the proposed business is consistent with General Plan Goal 6.1.

Planning staff has reviewed the request in accordance with the latest edition of the California Environmental Quality Act (CEQA) Guidelines and has determined that the project is exempt from the provisions of the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et. seq.) under CEQA Guidelines Section 15301 Existing Facilities.

4. **Redevelopment Plan** – The project conforms with any applicable provisions of any city redevelopment plan.

FACT: In January 2011, the Governor of the State of California proposed statewide elimination of redevelopment agencies. State legislation was passed on June 29, 2011 prohibiting redevelopment agencies from engaging in new business and established timelines for dissolution of redevelopment agencies. For these reasons, the finding is no longer applicable. Even if redevelopment was still in place, the site is not within the boundaries of the City redevelopment plan.

5. **Location, Design and Operation –** The location, design and operation of the proposed project will be compatible with existing and planned land uses in the vicinity.

FACT: The project site is consistent with the Commercial (C) General Plan and the Community Commercial (CC) zoning designations. The proposed commercial cannabis distribution facility will be within an existing tenant space of approximately 11,561 square feet in the commercial center. No expansion of the facilities is proposed, only interior tenant improvements, consistent with applicable federal, state and local regulations, are proposed. The project is located within the CC zone and can be established by a Conditional Use Permit.

In addition, 11875 Pigeon Pass Road is located further than 600' from any public or private school providing instruction in kindergarten or grades 1 through 12, and from day care centers, youth centers, or arcades.

Overall, the proposed project has been found to be consistent with certain objectives, goals and policies outlined in the City's General Plan, as well as being compatible with the existing land uses in the project area.

This project as proposed and conditioned conforms to all development standards of the Community Commercial (CC) zone and the design guidelines for commercial developments prescribed in the City's Municipal Code and City Landscape Standards.

BE IT FURTHER RESOLVED that the Planning Commission **HEREBY APPROVES** Resolution No. 2019-21, and thereby:

1. **APPROVE** Conditional Use Permit PEN18-0213 based on the findings contained in this resolution, and subject to the attached conditions of approval included as Exhibit A.

APPROVED this 28th day of March 2019.

_____
Jeffrey Barnes
Chair, Planning Commission

ATTEST:

_____
Patty Nevins, Planning Official
Secretary to the Planning Commission

APPROVED AS TO FORM:

_____
City Attorney

Attachments

Exhibit A: Conditions of Approval

CITY OF MORENO VALLEY
CONDITIONS OF APPROVAL
Conditional Use Permit (PEN18-0213)

EFFECTIVE DATE:
EXPIRATION DATE:

COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division

1. This approval shall expire three years after the approval date of this project unless used or extended as provided for by the City of Moreno Valley Municipal Code; otherwise it shall become null and void and of no effect whatsoever. Use means the beginning of substantial construction contemplated by this approval within the three-year period, which is thereafter pursued to completion, or the beginning of substantial utilization contemplated by this approval. (MC 9.02.230)

2. In the event the use hereby permitted ceases operation for a period of one (1) year or more, or as defined in the current Municipal Code, this permit may be revoked in accordance with provisions of the Municipal Code. (MC 9.02.260)

3. This project is located within the Community Commercial zone. The provisions of the Municipal Code, the design manual, their subsequent amendments, and the Conditions of Approval shall prevail unless modified herein. (MC 9.13)

4. The site shall be developed in accordance with the approved plans on file in the Community Development Department - Planning Division, the Municipal Code regulations, General Plan, and the conditions contained herein. Prior to any use of the project site or business activity being commenced thereon, all Conditions of Approval shall be completed to the satisfaction of the Planning Official. (MC 9.14.020)

5. All landscaped areas and the parking lot shall be maintained in a healthy and thriving condition, free from weeds, trash and debris. (MC 9.02.030)

6. Any signs indicated on the submitted plans are not included with this approval and shall be renewed under separate permit.

7. All site plans, grading plans, landscape plans and proposed signage shall be coordinated for consistency with this approval.

Special Conditions

8. The site has been approved for a Cannabis Distribution facility, located at 11875 Pigeon Pass Road Suite C-2 (approximately 11,561 square feet) per the approved plans and per the requirements of the City's Municipal Code (MC) Section 9.09.290 Commercial cannabis activities, 9.09.293 Cannabis Business locations and use, and 5.05 Commercial Cannabis Activity. A change or modification to the interior design/set-up, exterior elevations or business

process (including security procedures) shall require separate review and approval. For a Conditional Use Permit, violation may result in revocation in the case of a Conditional Use Permit per MC Section 9.09.290 F and 9.02.260.

9. The applicant shall replace any dead landscaping within the portion of the shopping center adjacent to the facility, on the south and west and east sides of the building within the existing parking lot.

10. The applicant shall install bollards and landscaping to the southwest portion of the parking lot driveway area per the approved plans. Bollards shall be decorative and shall be submitted to the Planning Department for review and approval prior to installation.

11. Daily hours of operation for the distribution facility may start no earlier than 6:00 am and end no later than 10:00 pm, Sunday through Saturday.

12. A demising wall is required between Suite C-1 and Suite C-2, between the distribution use and the dispensary use. The demising walls shall have not more than one door on the northerly wall and one door to the shared security room per the approved plans.

13. The dispensary intake door is a valid vendor door to accept product from SSCA only. The door shall have signage stating “Leaving Distribution Business and Entering Retail Business,” ALL inventory shall be properly recorded in Track and Trace software. The other side of the door shall have signage stating “Leaving Retail Business and Entering Distribution Business,” NO inventory can enter the Distribution business through this door.

14. The attached Airport Land Use Commission Conditions of Approval apply to the project.

15. No person associated with this cannabis business shall cause or permit the sale, dispensing or consumption of alcoholic beverages or the sale of tobacco products on or within 50 feet of the premises of a cannabis business. (MC 9.09.290 (D)(2)(b))

16. The cannabis licensee shall display its current valid Commercial Cannabis Business Permit under Chapter 5.05 of this Code and a Conditional Use Permit issued in accordance with this chapter inside the lobby or waiting area of the main entrance to the site. The permits shall be displayed at all times in a conspicuous plane so that it may be readily seen by all persons entering the site. (MC 9.09.290 (D)(2)(c))

17. All City Fire, Police and Code personnel shall have unlimited and unrestricted property access for inspections of commercial cannabis businesses and facilities during business hours. (MC 9.09.290 (D)(2)(g))

18. No cannabis or marijuana raw materials or products shall be visible from the exterior of any structure, facility, or building in which commercial cannabis operations are being conducted. All commercial cannabis uses and operations must take place within a fully enclosed, secured and permanent structure (with accommodations in place at all times to allow for and facilitate unlimited/unrestricted access throughout the premises by emergency service personnel). (MC 9.09.290 (E)(5)(b))

19. Distribution of cannabis products shall only be conducted with a valid permit and according to activity permitted by state law. (MC 9.09.290 (E)(5)(c))

20. There shall be no deliveries from the premises of cannabis or cannabis containing products except to another state or local licensed or permitted cannabis business. (MC 9.09.290

(E)(5)(d))

21. A cannabis distribution licensee shall maintain a database and provide a list of the individuals and vehicles authorized to conduct transportation on behalf of the cannabis distribution licensee to the city. (MC 9.09.290 (E)(5)(e))

22. Distribution operations shall be consistent with all other applicable federal. State and local requirements, including Moreno /valley Municipal Code Title 5. (MC 9.09.290 (E)(5)(f))

23. All operations conducted and equipment used must be in compliance with all applicable state and local regulations, including all building, electrical and fire codes. (MC 9.09.290 (E)(7)(b))

24. A fire sprinkler system shall be installed for this project or as required by the Municipal Code Section 9.09.290. An approved automatic fire sprinkler system, designed in compliance with the California Fire Code is required in every building that houses a commercial cannabis business. This is a minimum standard and does not preclude the city from imposing additional fire prevention measures as deemed necessary by the fire marshal (MC 9.09.290 (E)(7)(d))

25. From a public right-of-way, no exterior evidence of commercial cannabis dispensing, or operations (including raw materials, marijuana plants or other cannabis or cannabis-infused products) shall be visible except for any signage authorized as part of the CUP approval and separately issued signage permit. (MC 9.09.290 (E)(8)(b))

26. Exterior landscaping within ten (10) feet of a licensed premises shall be designed, installed and maintained free of locations which could reasonably be used by persons to conceal themselves and/or to enable undesirable activity. The design and maintenance practices shall give appropriate consideration to both natural and artificial illumination. (MC 9.09.290 (E)(8)(c))

27. Two secured parking spaces, identified on a plot plan shall be located convenient to the required secured area of each facility to be used by secured transfer vehicles involved in the couriering or dispensing of cannabis materials products to and from the facility and for use by any secured vehicle commissioned for the transfer of currency to and from the facility. (MC 9.09.290 (E)(9)(f))

28. Security surveillance cameras and a video recording system must be installed to monitor all doors into and out of the buildings on the site, the parking lot, loading areas, and all exterior sides of the property adjacent to the public rights-of-way. The camera and recording systems must be of adequate quality, color rendition, and resolution to allow the identification of any individual present on the site. The recording system must be capable of exporting the recorded video in standards MPEG formats to another common medium, such as a DVD or USB drive. (MC 9.09.290 (E)(12)(a))

29. Professionally and centrally monitored fire, robbery, and burglar alarm systems must be installed and maintained in good working condition. The alarm system must include a private security company that is required to respond to every alarm. (MC 9.09.290 (E)(12)(b))

30. Waste and storage and disposal of all marijuana and cannabis products shall meet all applicable state and local health regulation. (MC 9.09.290 (E)(13)

31. Odor control devices and techniques in accordance with the Odor Control Plan submitted shall be incorporated in all licensed premises to ensure that odors form cannabis or marijuana are not detectable offsite or anywhere on the premises per MC 9.09.290.E14a and b.

32. Licensee shall prohibit loitering by individuals outside the licensed premises or anywhere on the property. (MC 9.09.290 (E)(14)(c))

33. Licensee shall remove any graffiti from the licensed premises within twenty-four (24) hours of its occurrence, or as requested by the city. (MC 9.09.290 (E)(14)(d))

34. Prior to issuance of any building permits, final landscaping and irrigation plans shall be submitted for review and approval of any new or repaired landscaping by the Planning Division designed per the City's Municipal Code 9.17.

35. Prior to issuance of Certificates of Occupancy or building final, the required landscaping and irrigation shall be installed, and inspected and approved by the Planning Division. (DC 9.03.040)

36. The shopping center parking lot lighting shall be maintained in good repair and shall comply with the Municipal Code lighting standards and the Security Plan at all times.

37. Prior to approval of tenant improvement plans, two copies of a detailed, on-site, computer generated, point-by-point comparison lighting plan, including exterior building, parking lot, and landscaping lighting, shall be submitted to the Planning Division for review and approval. The lighting plan shall be generated on the plot plan and shall be integrated with the final landscape plan. The plan shall indicate the manufacturer's specifications for light fixtures used and shall include style, illumination, location, height and method of shielding. The lighting shall be designed in such a manner so that it meets the lighting standards in the Cannabis Ordinance 932. After the third plan check review for lighting plans, an additional plan check fee will apply. (MC 9.08.100, DG) Lighting shall comply with the provisions of MC Section 9.08.100 including fixture type, wattage illumination levels and shielding. (MC 9.09.290 (E)(10))

38. The commercial cannabis operation shall comply with all requirements of Moreno Valley Municipal Code Chapter 5.05 prior to issuance of occupancy permits.

Security Plan and Measures

39. Prior to Building Permit or Certificate of Occupancy, the process for any transfer of product or currency shall be identified in an updated Security Plan to be reviewed and approved by the Planning Division. (MC 9.09.290 (D)(2)(f))

40. The Security Plan on file with the City of Moreno Valley shall remain in effect as long as the established use is in operation. Any changes, additions, removal or modifications to the plan shall be submitted to the City for review and inclusion in the Conditional Use Permit file.

Miscellaneous Operating Requirements

41. Persons under the age of twenty-one (21) years shall not be allowed on the premises and shall not be allowed to serve as a driver for a mobile delivery service. It shall be unlawful and a violation of this chapter for any person to employ any person at a commercial cannabis business who is not at least twenty-one (21) years of age. Persons under the age of eighteen (18) years shall not be allowed on the premises of an M-Type commercial cannabis business. (MC5.05.310 (H)(1))

Economic Development Department (EDD)

42. New Moreno Valley business are encouraged to hire local residents.

43. New Moreno Valley business may utilize the workforce recruitment services provided by the Moreno Valley Employment Resource Center ("ERC").
    The ERC offers no cost assistance to businesses recruiting and training potential employees. Complimentary services include:

    - Job Announcements
    - Applicant testing / pre-screening
    - Interviewing
    - Job Fair support
    - Training space

    New Moreno Valley businesses may work with the Economic Development Department to coordinate job recruitment fairs.

44. New Moreno Valley businesses may adopt a "First Source" approach to employee recruitment that gives notice of job openings to Moreno Valley residents for one week in advance of public recruitment.

Building and Safety Division

45. The proposed non-residential project shall comply with the latest Federal Law, Americans with Disabilities Act, and State Law, California Code of Regulations, Title 24, Chapter 11B for accessibility standards for the disabled including access to the site, exits, bathrooms, work spaces, etc.

46. Contact the Building Safety Division for permit application submittal requirements.

47. Any construction within the city shall only be completed between the hour of seven a.m. to seven p.m. Monday through Friday, excluding holidays and from eight a.m. to four p.m. on Saturday, unless written approval is obtained from the city building official or city engineer (Municipal Code Section 8.14.040 (E)).

48. Building plans submitted shall be signed and sealed by a California licensed design professional as required by the State Business and Professions Code.

49. The proposed development is subject to the payment of applicable processing fees as required by the City's current Fee Ordinance at the time a building permit application is submitted or prior to the issuance of permits as determined by the City.

50. The proposed project will be subject to approval by the Eastern Municipal Water District and all applicable fees and charges shall be paid prior to permit issuance. Contact the water district at 951.928.3777 for specific details.

51. The proposed project's occupancy shall be classified by the Building Official and must comply with exiting, occupancy separation(s) and minimum plumbing fixture requirements. Minimum plumbing fixtures shall be provided per the 2016 California Plumbing Code, Table 422.1. The occupant load and occupancy classification shall be determined in accordance with the California Building Code.

52. All remodeled structures shall be designed in conformance to the latest design standards adopted by the State of California in the California Building Code, (CBC) Part 2, Title 24,

California Code of Regulations including requirements for allowable area, occupancy separations, fire suppression systems, accessibility, etc. The current code edition is the 2016 CBC.

53. Prior to permit issuance, every applicant shall submit a properly completed Waste Management Plan (WMP), as a portion of the building or demolition permit process. (MC 8.80.030)

FIRE DEPARTMENT

Fire Prevention Bureau

54. Prior to issuance of Certificate of Occupancy or Building Final, all commercial buildings shall display street numbers in a prominent location on the street side and rear access locations. The numerals shall be a minimum of twelve inches in height. (CFC 505.1, MVMC 8.36.060[I])

55. Prior to issuance of Certificate of Occupancy, approval shall be required from the County of Riverside Community Health Agency (Department of Environmental Health) and Moreno Valley Fire Prevention Bureau to maintain, store, use, handle materials, or conduct processes which produce conditions hazardous to life or property, and to install equipment used in connection with such activities. (CFC 105)

56. All controlled and/or delayed access and egress devices shall be approved by the building and fire department.

57. Final fire and life safety conditions will be addressed when the Fire Prevention Bureau reviews building plans. These conditions will be based on occupancy, use, California Building Code (CBC), California Fire Code (CFC), and related codes, which are in effect at the time of building plan submittal.

58. The Fire Code Official is authorized to enforce the fire safety during construction requirements of Chapter 33. (CFC Chapter 33 & CBC Chapter 33)

59. Prior to issuance of a Certificate of Occupancy or Building Final, a "Knox Box Rapid Entry System" shall be provided. The Knox-Box shall be installed in an accessible location approved by the Fire Code Official. All exterior security emergency access gates shall be electronically operated and be provided with Knox key switches for access by emergency personnel. (CFC 506.1)

PUBLIC WORKS DEPARTMENT

Land Development Division

60. The developer shall comply with all applicable City ordinances and resolutions including the City's Municipal Code (MC) and if subdividing land, the Government Code (GC) of the State of California, specifically Sections 66410 through 66499.58, said sections also referred to as the Subdivision Map Act (SMA). [MC 9.14.010]

61. The developer shall monitor, supervise and control all construction related activities, so as to prevent these activities from causing a public nuisance, including but not limited to, insuring strict adherence to the following:
    (a) Removal of dirt, debris, or other construction material deposited on any public street no later than the end of each working day.

(b) Observance of working hours as stipulated on permits issued by the Land Development Division.
(c) The construction site shall accommodate the parking of all motor vehicles used by persons working at or providing deliveries to the site.
(d) All dust control measures per South Coast Air Quality Management District (SCAQMD) requirements during the grading operations.

Violation of any condition, restriction or prohibition set forth in these conditions shall subject the owner, applicant, developer or contractor(s) to remedy as noted in City Municipal Code 8.14.090. In addition, the City Engineer or Building Official may suspend all construction related activities for violation of any condition, restriction or prohibition set forth in these conditions until such time as it has been determined that all operations and activities are in conformance with these conditions.

Prior to Encroachment Permit

62. All outstanding fees shall be paid.

Prior to Occupancy

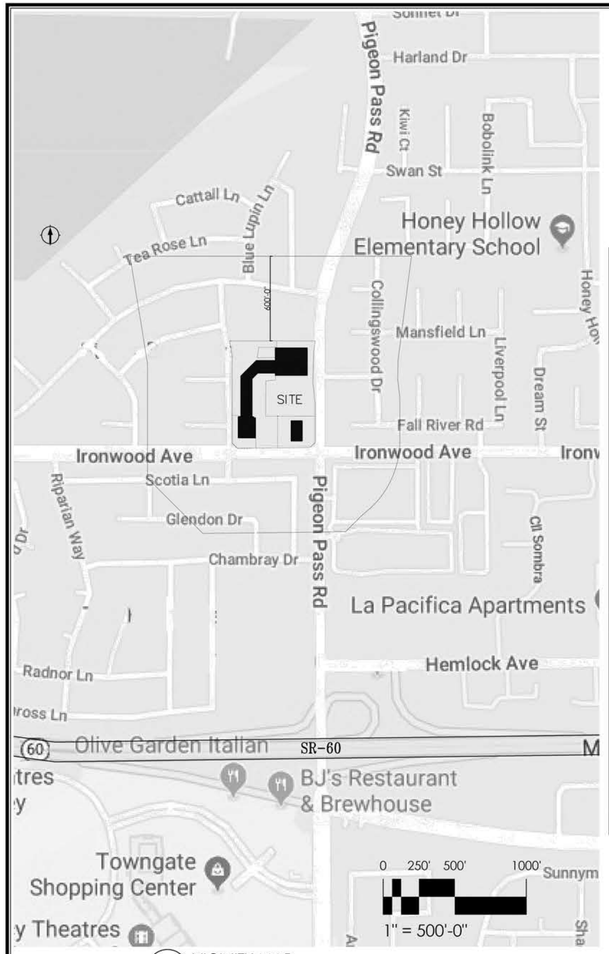
63. All outstanding fees shall be paid.

64. The existing driveway on Ironwood Avenue shall be reconstructed per City Standard Plan MVSI-112A-0.

PUBLIC WORKS DEPARTMENT

Special Districts Division

65. Any damage to existing landscape areas maintained by the City of Moreno Valley due to project construction shall be repaired/replaced by the Developer, or Developer's successors in interest, at no cost to the City of Moreno Valley.



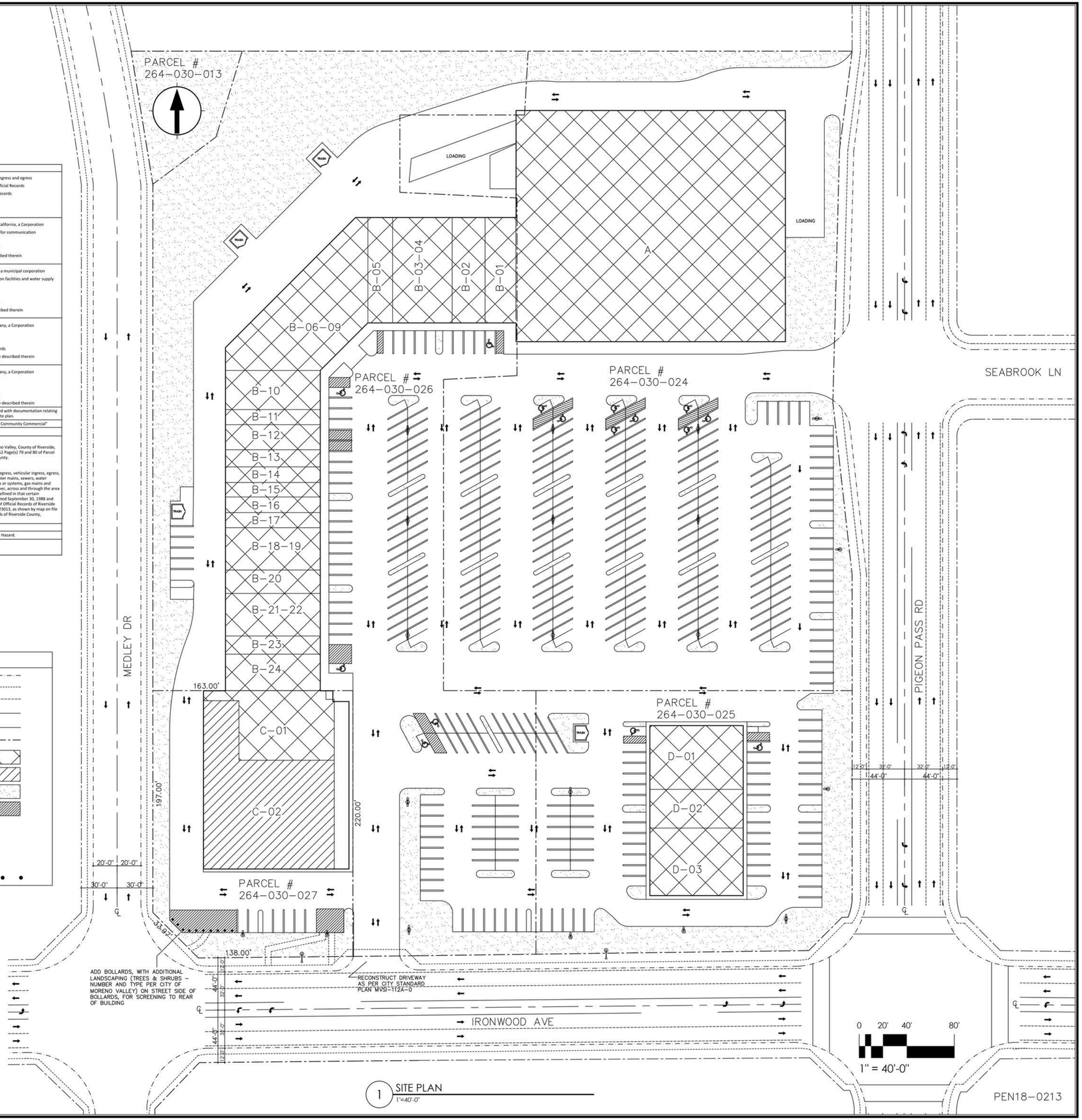
2 VICINITY MAP
1"=500'-0"

Easements:	
Purpose:	Conduits, together with right to ingress and egress
Recording No:	Book 1702, Page 467 of Official Records
and Recording No:	Book 1702, Page 552 of Official Records
and Recording Date:	November 12, 1969
and Recording No:	115832 of Official Records
In favor of:	General Telephone Company of California, a Corporation
Purpose:	Transmission of electrical energy for communication
Recording Date:	June 17, 1988
Recording No:	165643 of Official Records
Affects:	Said land more particularly described therein
In favor of:	Eastern Municipal Water District, a municipal corporation
Purpose:	Sewage transmission and collection facilities and water supply and distribution system facilities
Recording Date:	November 1, 1988
Recording No:	317605 of Official Records
Affects:	Said land more particularly described therein
In favor of:	Southern California Edison Company, a Corporation
Purpose:	Public utilities
Recording Date:	November 17, 1988
Recording No:	88-336691 of Official Records
Affects:	Said land more particularly described therein
In favor of:	Southern California Edison Company, a Corporation
Purpose:	Public Utilities
Recording Date:	December 29, 1988
Recording No:	383121 of Official Records
Affects:	Said land more particularly described therein
Existing Reciprocal Access Easement for site is provided with documentation relating to said easement being provided separate from this site plan.	
Parcel is Commercial "C" Zoning - Zoning Designation: Community Commercial"	
Legal Description:	
Parcel A	
Parcel 4 of Parcel Map No. 23013, in the City of Moreno Valley, County of Riverside, State of California, as shown by map on file in Book 152 Page(s) 79 and 80 of Parcel Maps, in the Office of the County Recorder of Said County.	
Parcel B	
A non-exclusive easement for pedestrian ingress and egress, vehicular ingress, egress, and parking, water drainage systems or structures, water mains, sewers, water sprinkler system lines, telephone or electrical conduits or systems, gas mains and other public utilities, and maintenance purposes in, over, across and through the area which is within that portion of the common area, as defined in that certain Declaration of Restrictions and Grant of Easements dated September 30, 1988 and recorded October 6, 1988 as Instrument No. 290591 of Official Records of Riverside County, California, located on Parcel 1 of Parcel Map 23013, as shown by map on file in Book 152 Page(s) 79 and 80, of Parcel Maps, Records of Riverside County, California.	
Assessor's Parcel No: 264-030-027-6	
FEMA Flood Zone Designation: Area of Minimal Flood Hazard.	
Acreage Breakdown of APN 264-030-027	
Parcel 4: 0.817 AC	

LEGEND	
Curb Face	
Sidewalk	
Passing Lane Divider	
No Passing Lane Divider	
Center Line	
R/W OR Property Line	
Existing Building, Not a Part	
Existing Building – Current Project	
Landscaping	
ADA Accessible areas	
Single Light Pole	
Double Light Pole	
Accessible Parking Spaces	
New Bollards with Landscaping	

PARKING CALCULATIONS / PARKING ANALYSIS

	Tenant List	Sq. Feet	Occupancy Type	Parking Req'd	Spaces Req'd
A	Stater Bros	41860	Retail	1/225 sqft gross	186.04
B-01	Available	2797	--	--	--
B-02	Ice Cream	1935	Eating/Drinking Establishment	1/225 sqft gross	8.6
B-03-04	Available	4000	--	--	--
B-05	Inland Tan	2000	Business & Professional Offices	1/250 sqft gross	8
B-06-09	Community Dental	6470	Business & Professional Offices	1/250 sqft gross	25.88
B-10	Available	1750	--	--	--
B-11	Subway	1050	Eating/Drinking Establishment	1/225 sqft gross	4.67
B-12	Best Cleaners	1400	Business & Professional Offices	1/250 sqft gross	5.6
B-13	AIM Mail	1050	Business & Professional Offices	1/250 sqft gross	4.2
B-14	Auga Crystal	1050	Retail	1/225 sqft gross	4.67
B-15	Authentic Cutz Barbershop	1070	Business & Professional Offices	1/250 sqft gross	4.28
B-16	Available	1400	--	--	--
B-17	Threading	1400	Business & Professional Offices	1/250 sqft gross	5.6
B-18-19	Cajun Crab Wood Restaurant	2800	Eating/Drinking Establishment	1/225 sqft gross	12.44
B-20	Pizza Hut	1400	Eating/Drinking Establishment	1/225 sqft gross	6.22
B-21-22	U.S. Nails	2450	Nail Salon	1/2 work stations	10* (Guesstimate)
B-23	Metro PCS	1050	Retail	1/225 sqft gross	4.67
B-24	Available	1610	--	--	--
C-01	SMV Group	4887	Retail	1/225 sqft gross	21.72
C-02	SSCA Enterprises	11561	Business & Professional Offices	1/250 sqft gross	46.24
D-01	Available	2900	--	--	--
D-02	KD Donuts	1050	Eating/Drinking Establishment	1/225 sqft gross	4.67
D-03-04	Jose's Mexican Food	5400	Eating/Drinking Establishment	1/225 sqft gross	24
				Total Req'd	387.5
				Total Prov'd	445
				Total Acc. Req'd	9
				Total Acc. Prov'd	15



1 SITE PLAN
1"=40'-0"

PEN18-0213

OWNER/APPLICANT:
SSCA ENTERPRISES LLC
1191 MAGNOLIA AVE. #D383
Corona, CA 92879
951-310-6180 / brandon@goshango.com

SITE PLAN

SSCA ENTERPRISES
11875 PIGEON PASS ROAD, MORENO VALLEY, CA 92553
PARCEL # 264-030-027

Prepared By:
GWN Designs
Chad Walker
7260 W. Azure Dr
#104-817
Las Vegas, NV
89130
702-518-3339
chad.gwndesigns@gmail.com

SITE PLAN
PEN18-0213
Feb 19, 2019

A-1.0

1 DISTRIBUTION FLOOR PLAN
3/16" = 1'-0"

OWNER/APPLICANT:
SSCA ENTERPRISES LLC
1191 MAGNOLIA AVE. #D383
Corona, CA 92879
951-310-6180 / brandon@goshango.com

DISTRIBUTION FLOOR PLAN

SSCA ENTERPRISES
11875 PIGEON PASS ROAD, MORENO VALLEY, CA 92553
PARCEL # 264-030-027

Prepared By:
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Las Vegas, NV
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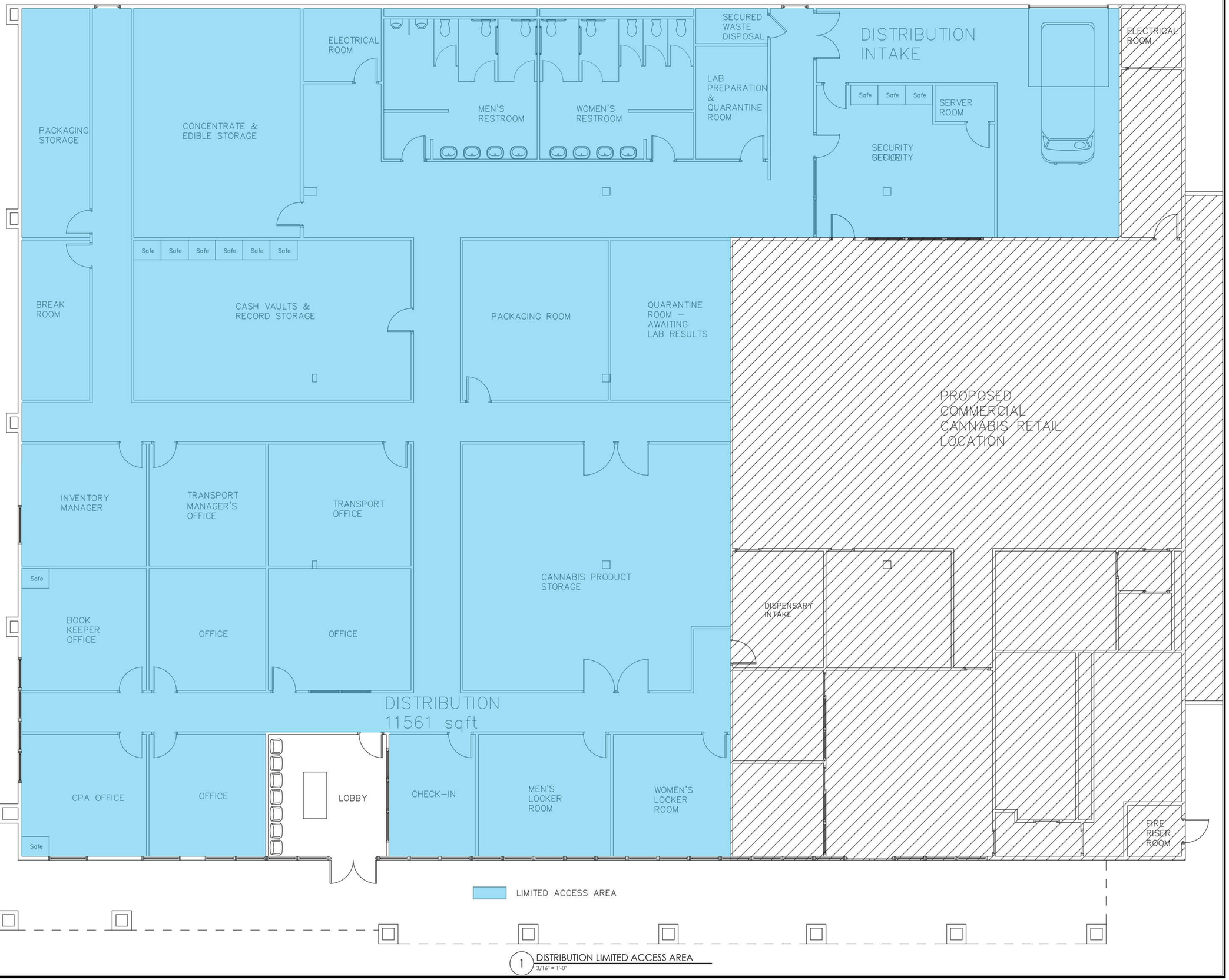
702-518-3339
chad.gwndesigns@gmail.com

DISTRIBUTION PLAN
PEN18-0213
Jan. 22, 2019

A-2.2



1 DISTRIBUTION LIMITED ACCESS AREA
3/16" = 1'-0"

OWNER/APPLICANT:
SSCA ENTERPRISES LLC
1191 MAGNOLIA AVE. #D383
Corona, CA 92879
951-210-6180 / brandon@sscahemp.com

DISTRIBUTION LIMITED ACCESS AREA

SSCA ENTERPRISES
11875 PIGEON PASS ROAD., MORENO VALLEY, CA 92553
PARCEL # 424-020-025

Attachment: Limited access area plan (3491 : PEN18-0213 Conditional Use Permit for a Cannabis Distribution Facility)

Prepared By:
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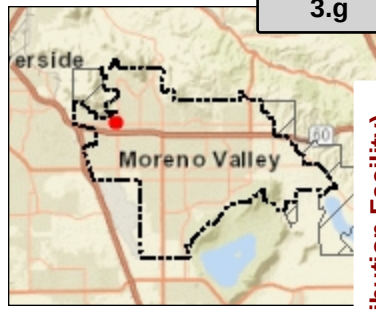
chad.gwndesigns@gmail.com

LIMITED ACCESS
PEN18-0213
Jan. 22, 2019

A-2.3

MORENO VALLEY
WHERE DREAMS SOAR

PEN18-0213
PEN19-0027



Legend

Public Facilities
- Public Facilities
- Fire Stations

Parcels
City Boundary
Sphere of Influence

Notes

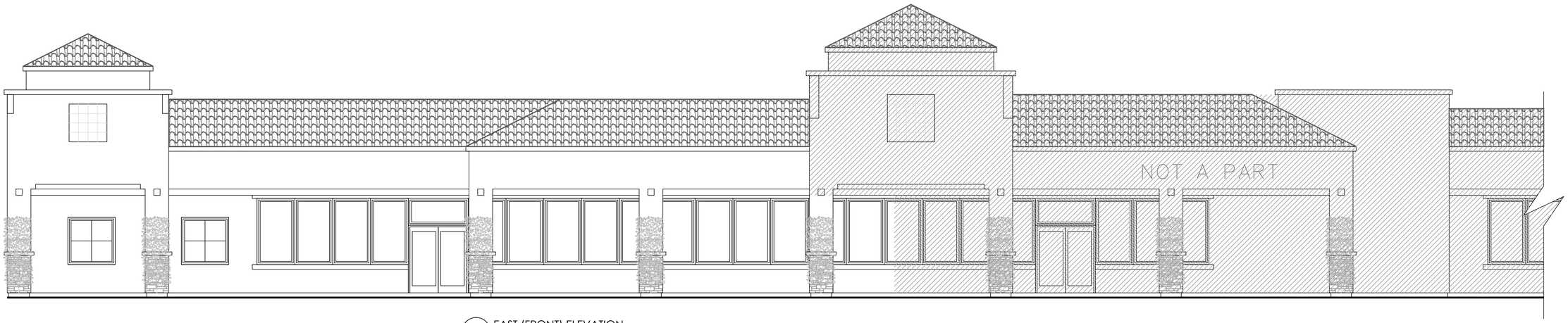
315.5 0 157.74 315.5 Feet

WGS_1984_Web_Mercator_Auxiliary_Sphere

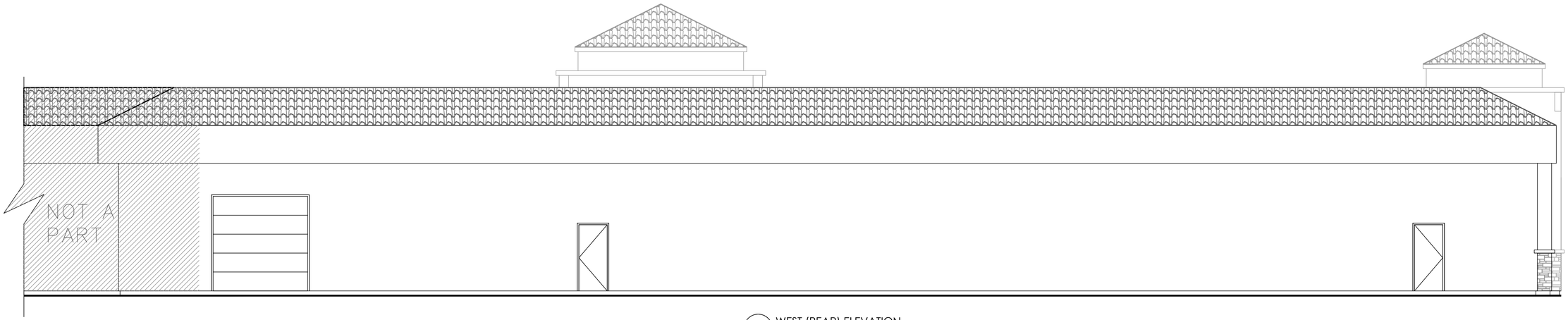
Print Date: 3/11/2019

DISCLAIMER: The information shown on this map was compiled from the City of Moreno Valley GIS and Riverside County GIS. The land base and facility information on this map is for display purposes only and should not be relied upon without independent verification as to its accuracy. Riverside County and City of Moreno Valley will not be held responsible for any claims, losses or damages resulting from the use of this map.

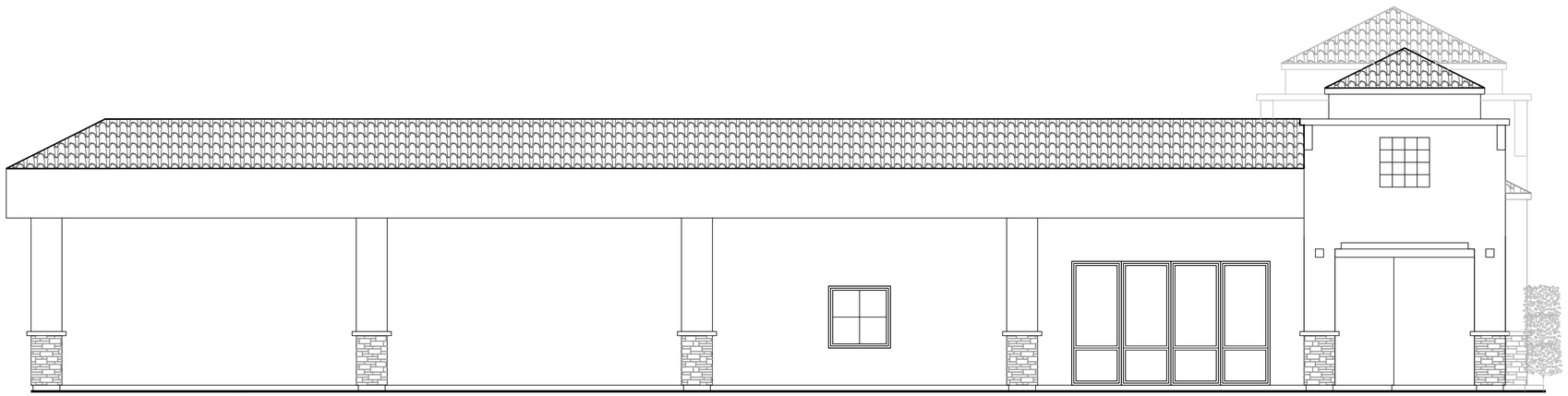
Attachment: 300 Radius (3491 : PEN18-0213 Conditional Use Permit for a Cannabis Distribution Facility)



3 EAST (FRONT) ELEVATION
3/16" = 1'-0"



2 WEST (REAR) ELEVATION
3/16" = 1'-0"



1 SOUTH SIDE ELEVATION
3/16" = 1'-0"

OWNER/APPLICANT:
SSCA ENTERPRISES LLC
1191 MAGNOLIA AVE. #D383
Corona, CA 92879
951-310-6180 / brandon@goshango.com

DISTRIBUTION ELEVATIONS

SSCA ENTERPRISES
11875 PIGEON PASS ROAD., MORENO VALLEY, CA 92553
PARCEL # 264-030-027

Prepared By:
GWN Designs
Chad Walker
7260 W. Azure Dr
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Las Vegas, NV
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ELEVATIONS
PEN18-0213
Jan. 22, 2019

A-4.1

PLANNING COMMISSION

STAFF REPORT

Meeting Date: March 28, 2019

PROPOSED CONDITIONAL USE PERMIT FOR A COMMERCIAL CANNABIS DISPENSARY

Case:	PEN19-0027
Applicant:	SMV Group Inc.
Property Owner:	JRMVP LLC
Representative:	Brandon Rexroad
Location:	11875 Pigeon Pass Road Suite C-1
Case Planner:	Julia Descoteaux
Council District:	2
Proposal:	Conditional Use Permit for a Commercial Cannabis Dispensary

SUMMARY

The applicant, Brandon Rexroad, owner of SMV Group, Inc. is requesting approval of a Conditional Use Permit (CUP) to allow a retail cannabis dispensary, “Shango,” within a 5,006 square foot retail space located at 11875 Pigeon Pass Road in an existing retail shopping center. This shopping center, which has a Stater Bros as the anchor tenant, is located within a Community Commercial (CC) Zone. The applicant is proposing hours of operation between 6:00 am and 10:00 pm, seven days per week. The proposed use is for commercial retail sales of cannabis and cannabis products sold to individuals who are 21 years of age or older. This project, as conditioned, has been found to be consistent with goals, policies and objectives of the City’s General Plan and Municipal Code.

Background

Pursuant to the authority granted to the City by Article XI, Section 7 of the California Constitution, a City may make and enforce, within its limits, regulations designed to promote the public health, safety and welfare. The City Council, recently adopted Ordinances that regulate commercial cannabis businesses in the City. These Ordinances are based on both federal and state laws.

Federal and State Laws

The Federal Controlled Substances Act classifies marijuana as a Schedule 1 Drug and makes it unlawful, under federal law, for any person to cultivate, manufacture, distribute, or possess with intent to manufacture, distribute, dispense, or possess. However, in 2016, Proposition 64 was approved by the voters in California ("The Adult Use Marijuana Act" or AUMA). AUMA established a comprehensive system to legalize, control and regulate the cultivation, processing, manufacturing, distribution, testing and sale of non-medical marijuana and products for use by adults 21 years of age and older. In addition, it allows taxation of commercial growth and retail sales of marijuana and marijuana products. Most recently, in 2017, then Governor Jerry Brown signed the "Medical and Adult-Use Cannabis Regulations and Safety Act" (MAUCRSA) which further amends prior statutory enactments.

City Regulations

In November 2017, the City Council adopted Ordinance 926, which set rules for the establishment, operation, and regulation of specific commercial cannabis uses, and in March 2018 the City Council approved Resolution 2018-11 approving the initial procedure for permit applications. Land use regulations for the operation of the cannabis uses were established in April 2018 with the adoption of Ordinance 932, which provided for the following cannabis uses: dispensaries, testing, cultivation, manufacturing, microbusinesses, and distribution.

The City Council established the allowable categories of commercial cannabis businesses, and determined the maximum number of permits allowable for each category. A maximum of 43 commercial cannabis business permits can be approved and active at any given time. The six categories of commercial cannabis businesses, along with the total number of permits possible for each category are as follows: **Dispensaries** (23), **Testing facilities** (2), **Cultivation** (8), **Manufacturing** (5), **Distribution** of products from licensee to licensee only (2) and **Microbusinesses** (3).

The City's multi-step process for selecting commercial cannabis businesses that can legally operate in the City is as follows:

Step 1 – Commercial Cannabis Business Permit Application Process. Commercial Cannabis Business Permit applications were reviewed and a background check of business Owner(s) and their Employees, was conducted. Applications with a minimum overall score of 80% were interviewed by staff to establish a candidate pool. The City

then issued provisional Commercial Cannabis Business Permits to the successful Applicants. Only these commercial cannabis businesses can proceed to the subsequent steps in the process.

Step 2 – Obtain a Conditional Use Permit. Municipal Code Section 9.09.290C2, requires that commercial cannabis businesses must obtain a Conditional Use Permit, which is a land use entitlement process to confirm the proposed land use and site development elements will be consistent with City established development regulations as well as compatible with other land uses near the proposed project.

Step 3 – State approval. In addition to local permits, each Commercial cannabis businesses must also obtain applicable State of California cannabis permits prior to commencing operation lawfully within the City.

Step 4 – Obtain a Certificate of Occupancy. Lastly, all commercial cannabis businesses must pay all applicable City fees and obtain a Certificate of Occupancy ("C of O") from the Building and Safety Division, prior to opening for business. The C of O is the final step in the process and documents that the Applicant has completed all required tenant improvements to the building and modifications to the parking lot, as required by conditions of approval in the CUP Resolution.

To date, SMV Group received a provisional Commercial Cannabis Business Permit from the City of Moreno Valley on January 7, 2019 (Permit Number MVCCBP-R0021). A subsequent application for a Conditional Use Permit was submitted to the City on January 25, 2019. The applicant is required to apply for and secure the necessary state permits to operate.

PROJECT DESCRIPTION

Project

The applicant is requesting approval to establish a commercial cannabis dispensary (retail sales only). The site is located at 11875 Pigeon Pass Road in a vacant, retail space within the existing shopping center located on the west side of Pigeon Pass Road at Ironwood Avenue (Assessor's Parcel Number 264-030-027). The tenant space is approximately 5,006 square feet. Proposed improvements include development of a customer waiting area with secured display and sales areas. The display area includes a "man-trap" or secured entry creating a controlled entrance and exit. The proposed dispensary has been reviewed in light of the proposed Commercial Cannabis Distribution business in the directly adjacent suite to the south, which is being processed concurrently under separate and distinct permit applications. If both CUPs were approved, the dispensary would be allowed to accept products from the Commercial Cannabis Distribution business and share the same security room using the one security company per the conditions of approval included for this project.

Proposed hours of operation for this retail use will be between 6 am and 10 pm, which is consistent with provisions in state law regulating hours of operation for retail cannabis businesses with the option of opening no earlier than 6:00 am and closing at 10:00 pm.

Safety and Security Plan

Moreno Valley Municipal Code Section 9.09.294(B)(6) requires that any transfer of product or currency shall be identified in an individual security plan that is approved by the City. A Safety and Security Plan that identifies methods to address site security for employees, customers and the public as well as fire prevention methods that comply with local and state laws was provided. Some of the highlights of the Safety and Security Plan include the following:

1) Utilization of on-site security personnel to monitor the exterior and interior of the business premises.
2) Controlled entrances.
3) Installation and maintenance of a security and a fire alarm system through a licensed alarm company.
4) Installation of a video surveillance system consisting of interior and exterior cameras and video recorders.

The Safety and Security Plan ensures safety for both customers and employees of a commercial cannabis business. Exterior door, windows or other points of access within 20' of the premises will be under video surveillance and will be patrolled by a licensed security officer during hours of operation.

Public access from the public waiting area into the display and sales area will be controlled and will utilize electronic sensors and cameras throughout all public and private areas. All surveillance videos will be made available to Police and Fire Departments upon their request.

The Municipal Code also requires that two secured parking spaces, be identified on a plot plan for use by vehicles involving the transfer of cannabis products or currency. Staff has interpreted this to mean spaces that are in proximity to entrances, monitored by cameras, and overseen by security people. A condition has been included to require identification of the two spaces on a plot plan to be incorporated into the security plan.

The proposed retail facility would be adjacent to a distribution use and includes the required demising wall between the two cannabis activities within the same building with each cannabis activity having a distinct separate operating permit. A condition of approval is included to allow cannabis products from the distribution facility to be transferred to the retail business; however; no product can enter the distribution business from the retail facility.

Odor Control Plan

An Odor Control Plan was provided to demonstrate conformance with City requirements related to nuisance/odor; the plan states that an air quality mechanical system will be used that incorporates a two-part air filtering system with special odor absorbing filters and a specialty air exhaust system in the tenant space. These systems will ensure that any odors associated with the dispensary are not detectable outside the premises, including parking lots, public rights-of-way, and adjacent business locations or surrounding neighborhoods. The conditions of approval specify that odor control devices and techniques shall be incorporated in all premises to ensure that odors from cannabis are not detectable offsite, or anywhere on the premises.

Surrounding Area

The project site is located within the existing shopping center on the north side of Ironwood Avenue west of Pigeon Pass Road, zoned Community Commercial. The existing shopping center includes a grocery store to the north and various retail and offices uses all within the Community Commercial zone. Properties to the west across Medley Drive and to the south across Ironwood Avenue are zoned Residential 5 with existing single-family homes.

Access/Parking

Access to the site is from Ironwood Avenue and Pigeon Pass Road with reciprocal access is provided through the shopping center. Parking for the facility will include existing parking spaces on the south side of the building as well as and the reciprocal parking to the east within the shopping center.

Design/Landscaping

The project does not include any expansion of the building. A special condition requires the applicant to remove any graffiti on their leasable space within 24 hours of the occurrence. An additional special condition requires the applicant to repair the driveway approach at the Ironwood driveway.

REVIEW PROCESS

In compliance with the Municipal Code, the Project Review Staff Committee (PRSC) reviewed this project on February 5, 2019. Based on the review, it was determined that no further site plan changes were required, and that the project will be consistent with the City's requirements subject to the conditions of approval in the attached Resolution

ENVIRONMENTAL

This project is a retail use within an existing tenant space in the existing shopping center. As designed and conditioned, this project is exempt from the provisions of the California Environmental Quality Act (CEQA) under CEQA Guidelines Section 15301 for Existing Facilities.

NOTIFICATION

The public hearing notice for this project was published in the local newspaper on March 15, 2019. Public notices were mailed to all property owners of record within 300 feet of the project site on March 14, 2019. The public hearing notice for this project was posted on site on March 15, 2019.

REVIEW AGENCY COMMENTS

The project application materials were circulated for review by all appropriate City Departments and Divisions, as well as applicable outside Agencies. Throughout the review process, comments and proposed conditions of approval were provided in writing to the Applicant. As applicable, conditions of approval have been included in the Resolution, recommending approval of the project to the Planning Commission.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission **APPROVE** Resolution No. 2019-22, and thereby:

1. **CERTIFY** that the project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA) under CEQA Guidelines Section 15301 (Class 1) Existing Facilities; and

2. **APPROVE** PEN19-0027 Conditional Use Permit subject to the attached Conditions of Approval included as Exhibit A.

Prepared by:
Julia Descoteaux
Associate Planner

Approved by:
Patty Nevins
Planning Official

ATTACHMENTS

1. 300'Foot Notice_PEN19-0027+PEN18-0213
2. 300 Radius
3. Resolution No. 2019-22
4. Exhibit A to Resolution 2019-22 Conditions of Approval
5. Site Plan
6. Floor Plan
7. Front Elevation
8. ALUC_Conditions

This may affect your property

Notice of PUBLIC HEARING

Notice is hereby given that a Public Hearing will be held by the Planning Commission of the City of Moreno Valley on the following item(s):

Project 1: PEN18-0213
Proposal: A Conditional Use Permit for a Cannabis Distribution facility (11,561 square feet) in an existing commercial building located in the Community Commercial (CC) zone.
Applicant: SSCA Enterprises, LLC
Property Owner: JRMVP, LLC
Representative: Brandon Rexroad
A.P. No(s): 264-030-027
Location: 11875 Pigeon Pass Road, Suite C-2

Project 2: PEN19-0027
Proposal: A Conditional Use Permit for a Retail Cannabis Dispensary (5,006 square feet) in an existing commercial building located in the Community Commercial (CC) zone.
Applicant: SMA Group, Inc.
Property Owner: JRMVP, LLC
Representative: Brandon Rexroad
A.P. No(s): 264-030-027
Location: 11875 Pigeon Pass Road, Suite C-1

Council District: 2

Each project has been evaluated against criteria set forth in the California Environmental Quality Act (CEQA) Guidelines and it was determined that the projects will not have a significant effect on the environment. A finding that the projects are exempt from the provisions of CEQA as a Class 1 Categorical Exemption in accordance with CEQA Guidelines Section 15301 for Existing Facilities is recommended for each projects.

A public hearing before the Planning Commission has been scheduled for the proposed projects. Any person interested in commenting on the proposal and recommended environmental determination may speak at the hearing or provide written testimony at or prior to the hearing. The project applications, supporting plans and environmental documents may be inspected at the Community Development Department at 14177 Frederick Street, Moreno Valley, California during normal business hours (7:30 a.m. to 5:30 p.m., Monday through Thursday and 7:30 a.m. to 4:30 p.m., Friday), or you may telephone (951) 413-3206 for further information.

The Planning Commission, at the Hearing or during deliberations, could also consider and approve changes to the project. If you challenge this project including any modifications considered for the project in court, you may be limited to raising only those items you or someone else raised at the Public Hearing described in this notice, or in written correspondence delivered to the Planning Commission at, or prior to the Public Hearing.

LOCATION N

PLANNING COMMISSION HEARING

City Council Chamber, City Hall
14177 Frederick Street
Moreno Valley, Calif. 92553

DATE AND TIME: March 28, 2019 at 7:00 P.M.
CONTACT PLANNER: Julia Descoteaux
PHONE: 951.413.3209

Upon request and in compliance with the Americans with Disabilities Act of 1990, any person with a disability who requires a modification or accommodation in order to participate in a meeting should direct such request to Guy Pegan, ADA Coordinator, at 951.413.3120 at least 48 hours before the meeting. The 48-hour notification will enable the City to make reasonable arrangements to ensure accessibility to this meeting.

Attachment: 300'Foot Notice_PEN19-0027+PEN18-0213 (3497 : PEN19-0027 Conditional Use Permit for a Cannabis Retail Facility)

MORENO VALLEY
WHERE DREAMS SOAR

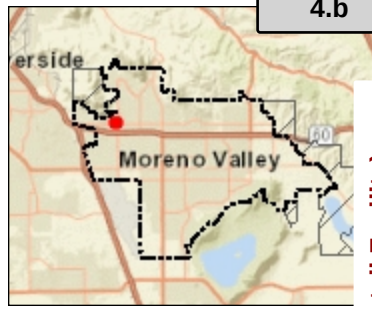
PEN18-0213
PEN19-0027

315.5 0 157.74 315.5 Feet

WGS_1984_Web_Mercator_Auxiliary_Sphere

Print Date: 3/11/2019

DISCLAIMER: The information shown on this map was compiled from the City of Moreno Valley GIS and Riverside County GIS. The land base and facility information on this map is for display purposes only and should not be relied upon without independent verification as to its accuracy. Riverside County and City of Moreno Valley will not be held responsible for any claims, losses or damages resulting from the use of this map.



Legend

Public Facilities
- Public Facilities
- Fire Stations

Parcels
City Boundary
Sphere of Influence

Notes

Attachment: 300 Radius (3497 : PEN19-0027 Conditional Use Permit for a Cannabis Retail Facility)

PLANNING COMMISSION RESOLUTION NO. 2019-22

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MORENO VALLEY APPROVING CONDITIONAL USE PERMIT APPLICATION (PEN19-0027) FOR A CANNABIS RETAIL ESTABLISHMENT "SHANGO" IN A TENANT SPACE OF APPROXIMATELY 5,006 SQUARE FEET WITHIN AN EXISTING COMMERCIAL CENTER LOCATED AT 11875 PIGEON PASS ROAD SUITE C-1, SITE LOCATED ON THE EAST SIDE OF PIGEON PASS ROAD AT IRONWOOD AVENUE (ASSESSOR'S PARCEL NUMBER 264-030-027).

WHEREAS, Mr. Brandon Rexroad, of SMV Group Inc, has filed an application for the approval of Conditional Use Permit (CUP) PEN19-0027 for development of a 5,006 square foot Commercial Cannabis Dispensary, operating between the hours of 6:00 AM and 10:00 PM, 7-days per week hours, as described in the title above; and

WHEREAS, the application has been evaluated in accordance with established City of Moreno Valley (City) procedures, and with consideration of the Municipal Code, General Plan and other applicable regulations; and

WHEREAS, upon completion of a thorough development review process the project was appropriately agendized and noticed for a public hearing before the Planning Commission of the City of Moreno Valley (Planning Commission); and

WHEREAS, the public hearing notice for this project was published in the local newspaper on March 15, 2019 Public notice was sent to all property owners of record within 300 feet of the project site on March 14, 2019. The public hearing notice for this project was also posted on the project site on March 15, 2019; and

WHEREAS, on March 28, 2019, the Planning Commission held a public hearing to consider the application; and

WHEREAS, on March 28, 2019, the Planning Commission of the City of Moreno Valley determined that the project is exempt from the provisions of the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et. seq.) under CEQA Guidelines Section 15301, Existing Facilities; and

WHEREAS, all legal prerequisites to the adoption of this Resolution have occurred; and

WHEREAS, pursuant to Government Code Section 66020(d)(1), **NOTICE IS HEREBY GIVEN** that this project is subject to certain fees, dedications, reservations and other exactions as provided herein.

NOW, THEREFORE, BE IT RESOLVED, it is hereby found, determined and resolved by the Planning Commission as follows:

A. This Planning Commission hereby specifically finds that all of the facts set forth above in this Resolution are true and correct.

B. Based upon substantial evidence presented to this Planning Commission during the above-referenced meeting on March 28, 2019, including written and oral staff reports, public testimony and the record from the public hearing, this Planning Commission hereby specifically finds as follows:

1. **Conformance with General Plan Policies –** The proposed use is consistent with the General Plan, and its goals, objectives, policies and programs.

   FACT: State Planning Law required cities and counties to set forth goals, policies, and implementation programs for the long term physical development of the community. Section 65302 (a) of the Government Code requires preparation of a land use element which designates the proposed general distribution and general location of the uses of land for housing, business, industry, public buildings, and open space. The proposed development is located within the Commercial (C) land use designation of the Moreno Valley General Plan.

   The CUP has been evaluated against General Plan Objective 2.4, which states “provide commercial areas within the City that are conveniently located, efficient, attractive, and have safe and easy pedestrian and vehicular circulation in order to serve the retail and service commercial needs of Moreno Valley residents and businesses” and staff has confirmed that the proposed project does not conflict with any of the goals, objectives, policies, and programs of the General Plan. The addition of a new, retail cannabis dispensary will provide an efficient retail use with safe and easy pedestrian and vehicle circulation that will provide a convenience to the surrounding neighborhood.

2. **Conformance with Zoning Regulations –** The proposed use complies with all applicable zoning and other regulations.

   FACT: The proposed project is within the Specific Plan 204 Community Commercial (SP204CC) zoning district. Municipal Code Section 9.02.290 C 2 (Cannabis Business Locations and Use), requires a Conditional Use Permit in order to lawfully operate all commercial cannabis activities including dispensaries. The proposed Conditional Use Permit for a cannabis dispensary will comply with the Municipal Code Section 9.09.290 Commercial Cannabis Activities, which provides standards for cannabis dispensaries. The proposed dispensary will be located within a 1,400 square foot tenant space in the shopping center.

The project is designed in accordance with the provisions of Section 9.04 Commercial Districts, Section 9.16 Design Guidelines of the City's Municipal Code. The project as designed and conditioned would comply with all applicable zoning standards.

3. **Health, Safety and Welfare –** The proposed use will not be detrimental to the public health, safety or welfare or materially injurious to properties or improvements in the vicinity.

FACT: The proposed commercial cannabis business will operate in an existing 5,006 square foot retail space within the existing retail shopping center. This proposed use will be consistent with General Plan Goal 6.1. The proposed project will be operated consistent with the Applicant's Security Plan that contains physical planning strategies that maximize the surveillance opportunities via security guards, surveillance cameras and equipment. Therefore, the proposed business is consistent with General Plan Goal 6.1.

Planning staff has reviewed the request in accordance with the latest edition of the California Environmental Quality Act (CEQA) Guidelines and has determined that the project is exempt from the provisions of the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et. seq.) under CEQA Guidelines Section 15301 Existing Facilities.

4. **Redevelopment Plan-** The project conforms with any applicable provisions of any city redevelopment plan.

FACT: In January 2011, the Governor of the State of California proposed statewide elimination of redevelopment agencies. State legislation was passed on June 29, 2011 prohibiting redevelopment agencies from engaging in new business and established timelines for dissolution of redevelopment agencies. For these reasons, the finding is no longer applicable. Even if redevelopment was still in place, the site is not within the boundaries of the City redevelopment plan.

5. **Location, Design and Operation –** The location, design and operation of the proposed project will be compatible with existing and planned land uses in the vicinity.

FACT: The project site is consistent with the Commercial (C) General Plan and Community Commercial (CC) zoning designations. The proposed commercial cannabis dispensary will be within an existing tenant space of approximately 5,006 square feet in the commercial center. No expansion of the facilities is proposed, only interior tenant improvements, consistent with applicable federal, state and local regulations, are proposed. The project is located within the CC zone and can be established by a Conditional Use Permit.

In addition, 11875 Pigeon Pass Road is located further than 600' from any public or private school providing instruction in kindergarten or grades 1 through 12, and from day care centers, youth centers, or arcades.

Overall, the proposed project has been found to be consistent with certain objectives, goals and policies outlined in the City's General Plan, as well as being compatible with the existing land uses in the project area.

This project as proposed and conditioned conforms to all development standards of the Community Commercial (CC) zone and the design guidelines for commercial developments prescribed in the City's Municipal Code and City Landscape Standards.

BE IT FURTHER RESOLVED that the Planning Commission **HEREBY APPROVES** Resolution No. 2019-22, and thereby:

1. **APPROVE** Conditional Use Permit PEN19-0027 based on the findings contained in this resolution, and subject to the attached conditions of approval included as Exhibit A.

APPROVED this 28th day of March 2019.

_____
Jeffrey Barnes
Chair, Planning Commission

ATTEST:

_____
Patty Nevins, Planning Official
Secretary to the Planning Commission

APPROVED AS TO FORM:

_____
City Attorney

Attachments

Exhibit A: Conditions of Approval

CITY OF MORENO VALLEY
CONDITIONS OF APPROVAL
Conditional Use Permit (PEN19-0027)

EFFECTIVE DATE:
EXPIRATION DATE:

COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division

1. This approval shall expire three years after the approval date of this project unless used or extended as provided for by the City of Moreno Valley Municipal Code; otherwise it shall become null and void and of no effect whatsoever. Use means the beginning of substantial construction contemplated by this approval within the three-year period, which is thereafter pursued to completion, or the beginning of substantial utilization contemplated by this approval. (MC 9.02.230)

2. In the event the use hereby permitted ceases operation for a period of one (1) year or more, or as defined in the current Municipal Code, this permit may be revoked in accordance with provisions of the Municipal Code. (MC 9.02.260)

3. This project is located within the Community Commercial zone. The provisions of the Municipal Code, the design manual, their subsequent amendments, and the Conditions of Approval shall prevail unless modified herein. (MC 9.13)

4. The commercial cannabis dispensary shall be consistent with all other applicable federal, state and local requirements including the Moreno Valley Municipal Code Title 5 and Title 9, and all related Municipal Code sections. (MC 9.09.290 (E)(4)(i))

5. The site shall be developed in accordance with the approved plans on file in the Community Development Department - Planning Division, the Municipal Code regulations, General Plan, and the conditions contained herein. Prior to any use of the project site or business activity being commenced thereon, all Conditions of Approval shall be completed to the satisfaction of the Planning Official. (MC 9.14.020)

6. All landscaped areas and the parking lot shall be maintained in a healthy and thriving condition, free from weeds, trash and debris. (MC 9.02.030)

7. Any signs indicated on the submitted plans are not included with this approval and shall be renewed under separate permit.

8. All site plans, grading plans, landscape plans and proposed signage shall be coordinated for consistency with this approval.

   Special Conditions

9. The site has been approved for a retail Cannabis Dispensary, located at 11875 Pigeon Pass Road Suite C-1 (approximately 5,006 square feet) per the approved plans and per the

requirements of the City's Municipal Code (MC) Section 9.09.290 Commercial cannabis activities, 9.09.293 Cannabis Business locations and use, and 5.05 Commercial Cannabis Activity. A change or modification to the interior design/set-up, exterior elevations or business process (including security procedures) shall require separate review and approval. For a Conditional Use Permit, violation may result in revocation in the case of a Conditional Use Permit per MC Section 9.09.290 F and 9.02.260.

10. The applicant shall replace any dead landscaping within the portion of the shopping center adjacent to the facility, on the south and west and east sides of the building within the existing parking lot.

11. The applicant shall install bollards and landscaping to the southwest portion of the parking lot driveway area per the approved plans. Bollards shall be decorative and shall be submitted to the Planning Department for review and approval prior to installation.

12. Daily hours of operation for the dispensary may start no earlier than 6:00 am and end no later than 10:00 pm, Sunday through Saturday.

13. A demising wall is required between Suite C-1 and Suite C-2, between the distribution use and the dispensary use. The demising walls shall have not more than one door on the northerly wall and one door to the shared security room per the approved plans.

14. The dispensary intake door is a valid vendor door to accept product from SSCA only. The door shall have signage stating "Leaving Distribution Business and Entering Retail Business," ALL inventory shall be properly recorded in Track and Trace software. The other side of the door shall have signage stating "Leaving Retail Business and Entering Distribution Business," NO inventory can enter the Distribution business through this door.

15. The attached Airport Land Use Commission Conditions of Approval apply to the project.

16. No person associated with this retail cannabis business shall cause or permit the sale, dispensing or consumption of alcoholic beverages or the sale of tobacco products on or within 50 feet of the premises of a cannabis business. (MC 9.09.290 (D)(2)(b))

17. The cannabis licensee shall display its current valid Commercial Cannabis Business Permit under Chapter 5.05 of this Code and a Conditional Use Permit issued in accordance with this chapter inside the lobby or waiting area of the main entrance to the site. The permits shall be displayed at all times in a conspicuous plane so that it may be readily seen by all persons entering the site. (MC 9.09.290 (D)(2)(c))

18. All City Fire, Police and Code personnel shall have unlimited and unrestricted property access for inspections of commercial cannabis businesses and facilities during business hours. (MC 9.09.290 (D)(2)(g))

19. No cannabis or marijuana raw materials or products shall be visible from the exterior of any structure, facility, or building in which commercial cannabis dispensaries are being conducted. All commercial cannabis dispensaries must take place within a fully enclosed, secured and permanent structure (with accommodations in place at all times to allow for and facilitate unlimited/unrestricted access throughout the premises by emergency service personnel). (MC 9.09.290 (E)(4)(b))

20. The commercial cannabis dispensary shall have designated locked storage on the dispensary property for after-hours storage of medical and adult use recreational cannabis and cannabis

infused products. All cannabis and cannabis infused products shall be stored at the dispensary property in secured rooms that are completely enclosed or in a safe that is bolted to the floor (with accommodations in place at all times to allow for and facilitate unlimited/unrestricted access throughout the premises by emergency service personnel). (MC 9.09.290 (E)(4)(c))

21. No delivery service (retail) of any cannabis products is allowed. All distribution of cannabis must be conducted within the enclosed building area of the dispensary property between the seller and buyer. (MC 9.09.290 (E)(4)(e))

22. No person shall smoke, ingest, or otherwise consume cannabis in any form on, or within twenty (20) feet of, the dispensary site. (MC 9.09.290 (E)(4)(f))

23. No commercial cannabis dispensary owner or employee shall: (i) cause or permit the sale, distribution, or consumption of alcoholic beverages on the dispensary property (ii) hold or maintain a license form the State Division of Alcoholic Beverage Control for the sale of alcoholic beverages; or (iii) operate a business on or adjacent to the dispensary property that sells alcoholic beverages. No alcoholic beverages shall be allowed or stored on the dispensary property. (MC 9.09.290 (E)(4)(g))

24. All operations conducted and equipment used must be in compliance with all applicable state and local regulations, including all building, electrical and fire codes. (MC 9.09.290 (E)(7)(b))

25. A fire sprinkler system shall be installed for this project or as required by the Municipal Code Section 9.09.290. An approved automatic fire sprinkler system, designed in compliance with the California Fire Code is required in every building that houses a commercial cannabis business. This is a minimum standard and does not preclude the city from imposing additional fire prevention measures as deemed necessary by the fire marshal (MC 9.09.290 (E)(7)(d))

26. From a public right-of-way, no exterior evidence of commercial cannabis dispensing (including raw materials, marijuana plants or other cannabis or cannabis-infused products) shall be visible except for any signage authorized as part of the CUP approval and separately issued signage permit. (MC 9.09.290 (E)(8)(b))

27. Exterior landscaping within ten (10) feet of a licensed premises shall be designed, installed and maintained free of locations which could reasonably be used by persons to conceal themselves and/or to enable undesirable activity. The design and maintenance practices shall give appropriate consideration to both natural and artificial illumination. (MC 9.09.290 (E)(8)(c))

28. Two secured parking spaces, identified on a plot plan shall be located convenient to the required secured area of each facility to be used by secured transfer vehicles involved in the couriering or dispensing of cannabis materials products to and from the facility and for use by any secured vehicle commissioned for the transfer of currency to and from the facility. (MC 9.09.290 (E)(9)(f))

29. Security surveillance cameras and a video recording system must be installed to monitor all doors into and out of the buildings on the site, the parking lot, loading areas, and all exterior sides of the property adjacent to the public rights-of-way. The camera and recording systems must be of adequate quality, color rendition, and resolution to allow the identification of any individual present on the site. The recording system must be capable of exporting the recorded video in standards MPEG formats to another common medium, such as a DVD or USB drive. (MC 9.09.290 (E)(12)(a))

30. Professionally and centrally monitored fire, robbery, and burglar alarm systems must be installed and maintained in good working condition. The alarm system must include a private security company that is required to respond to every alarm. (MC 9.09.290 (E)(12)(b))

31. Waste and storage and disposal of all marijuana and cannabis products shall meet all applicable state and local health regulation. (MC 9.09.290 (E)(13)

32. Odor control devices and techniques in accordance with the Odor Control Plan submitted shall be incorporated in all licensed premises to ensure that odors form cannabis or marijuana are not detectable offsite or anywhere on the premises per MC 9.09.290.E14a and b.

33. Licensee shall prohibit loitering by individuals outside the licensed premises or anywhere on the property. (MC 9.09.290 (E)(14)(c))

34. Licensee shall remove any graffiti from the licensed premises within twenty-four (24) hours of its occurrence, or as requested by the city. (MC 9.09.290 (E)(14)(d))

35. Prior to issuance of any building permits, final landscaping and irrigation plans shall be submitted for review and approval of any new or repaired landscaping by the Planning Division designed per the City's Municipal Code 9.17.

36. Prior to issuance of Certificates of Occupancy or building final, the required landscaping and irrigation shall be installed, and inspected and approved by the Planning Division. (DC 9.03.040)

37. The shopping center parking lot lighting shall be maintained in good repair and shall comply with the Municipal Code lighting standards and the Security Plan at all times.

38. Prior to approval of tenant improvement plans, two copies of a detailed, on-site, computer generated, point-by-point comparison lighting plan, including exterior building, parking lot, and landscaping lighting, shall be submitted to the Planning Division for review and approval. The lighting plan shall be generated on the plot plan and shall be integrated with the final landscape plan. The plan shall indicate the manufacturer's specifications for light fixtures used and shall include style, illumination, location, height and method of shielding. The lighting shall be designed in such a manner so that it meets the lighting standards in the Cannabis Ordinance 932. After the third plan check review for lighting plans, an additional plan check fee will apply. (MC 9.08.100, DG) Lighting shall comply with the provisions of MC Section 9.08.100 including fixture type, wattage illumination levels and shielding. (MC 9.09.290 (E)(10))

39. The commercial cannabis operation shall comply with all requirements of Moreno Valley Municipal Code Chapter 5.05 prior to issuance of occupancy permits.

Security Plan and Measures

40. Prior to Building Permit or Certificate of Occupancy, the process for any transfer of product or currency shall be identified in an updated Security Plan to be reviewed and approved by the Planning Division. (MC 9.09.290 (D)(2)(f))

41. The Security Plan on file with the City of Moreno Valley shall remain in effect as long as the established use is in operation. Any changes, additions, removal or modifications to the plan shall be submitted to the City for review and inclusion in the Conditional Use Permit file.

Economic Development Department (EDD)

42. New Moreno Valley business are encouraged to hire local residents.

43. New Moreno Valley business may utilize the workforce recruitment services provided by the Moreno Valley Employment Resource Center ("ERC").
    The ERC offers no cost assistance to businesses recruiting and training potential employees. Complimentary services include:

    - Job Announcements
    - Applicant testing / pre-screening
    - Interviewing
    - Job Fair support
    - Training space

    New Moreno Valley businesses may work with the Economic Development Department to coordinate job recruitment fairs.

44. New Moreno Valley businesses may adopt a "First Source" approach to employee recruitment that gives notice of job openings to Moreno Valley residents for one week in advance of public recruitment.

Building and Safety Division

45. The proposed non-residential project shall comply with the latest Federal Law, Americans with Disabilities Act, and State Law, California Code of Regulations, Title 24, Chapter 11B for accessibility standards for the disabled including access to the site, exits, bathrooms, work spaces, etc.

46. Contact the Building Safety Division for permit application submittal requirements.

47. Any construction within the city shall only be completed between the hour of seven a.m. to seven p.m. Monday through Friday, excluding holidays and from eight a.m. to four p.m. on Saturday, unless written approval is obtained from the city building official or city engineer (Municipal Code Section 8.14.040 (E)).

48. Building plans submitted shall be signed and sealed by a California licensed design professional as required by the State Business and Professions Code.

49. The proposed development is subject to the payment of applicable processing fees as required by the City's current Fee Ordinance at the time a building permit application is submitted or prior to the issuance of permits as determined by the City.

50. The proposed project will be subject to approval by the Eastern Municipal Water District and all applicable fees and charges shall be paid prior to permit issuance. Contact the water district at 951.928.3777 for specific details.

51. The proposed project's occupancy shall be classified by the Building Official and must comply with exiting, occupancy separation(s) and minimum plumbing fixture requirements. Minimum plumbing fixtures shall be provided per the 2016 California Plumbing Code, Table 422.1. The occupant load and occupancy classification shall be determined in accordance with the California Building Code.

52. All remodeled structures shall be designed in conformance to the latest design standards adopted by the State of California in the California Building Code, (CBC) Part 2, Title 24, California Code of Regulations including requirements for allowable area, occupancy separations, fire suppression systems, accessibility, etc. The current code edition is the 2016 CBC.

53. Restroom facilities must be provided for public use. Single accommodation restroom may be used for both employees and customers. 2016 California Plumbing Code 422.4

54. Prior to permit issuance, every applicant shall submit a properly completed Waste Management Plan (WMP), as a portion of the building or demolition permit process. (MC 8.80.030)

FIRE DEPARTMENT

Fire Prevention Bureau

55. Prior to issuance of Certificate of Occupancy or Building Final, all commercial buildings shall display street numbers in a prominent location on the street side and rear access locations. The numerals shall be a minimum of twelve inches in height. (CFC 505.1, MVMC 8.36.060[I])

56. Prior to issuance of Certificate of Occupancy, approval shall be required from the County of Riverside Community Health Agenvy (Department of Environmental Health) and Moreno Valley Fire Prevention Bureau to maintain , store, use, handle materials, or conduct processes which produce conditions hazardous to life or property, and to install equipment used in connection with such activities. (CFC105)

57. All restricted, controlled or delayed access and egress devices shall be approved by the Building and Fire Departments and be in compliance with the 2016 CBC.

58. Final fire and life safety conditions will be addressed when the Fire Prevention Bureau reviews building plans. These conditions will be based on occupancy, use, California Building Code (CBC), California Fire Code (CFC), and related codes, which are in effect at the time of building plan submittal.

59. The Fire Code Official is authorized to enforce the fire safety during construction requirements of Chapter 33. (CFC Chapter 33 & CBC Chapter 33)

60. Prior to issuance of a Certificate of Occupancy or Building Final, a “Knox Box Rapid Entry System” shall be provided. The Knox-Box shall be installed in an accessible location approved by the Fire Code Official. All exterior security emergency access gates shall be electronically operated and be provided with Knox key switches for access by emergency personnel. (CFC 506.1)

PUBLIC WORKS DEPARTMENT

Land Development Division

61. The developer shall comply with all applicable City ordinances and resolutions including the City’s Municipal Code (MC) and if subdividing land, the Government Code (GC) of the State of California, specifically Sections 66410 through 66499.58, said sections also referred to as the Subdivision Map Act (SMA). [MC 9.14.010]

62. The developer shall monitor, supervise and control all construction related activities, so as to prevent these activities from causing a public nuisance, including but not limited to, insuring strict adherence to the following:
    (a) Removal of dirt, debris, or other construction material deposited on any public street no later than the end of each working day.
    (b) Observance of working hours as stipulated on permits issued by the Land Development Division.
    (c) The construction site shall accommodate the parking of all motor vehicles used by persons working at or providing deliveries to the site.
    (d) All dust control measures per South Coast Air Quality Management District (SCAQMD) requirements during the grading operations.

    Violation of any condition, restriction or prohibition set forth in these conditions shall subject the owner, applicant, developer or contractor(s) to remedy as noted in City Municipal Code 8.14.090. In addition, the City Engineer or Building Official may suspend all construction related activities for violation of any condition, restriction or prohibition set forth in these conditions until such time as it has been determined that all operations and activities are in conformance with these conditions.

Prior to Encroachment Permit

63. All outstanding fees shall be paid.

Prior to Occupancy

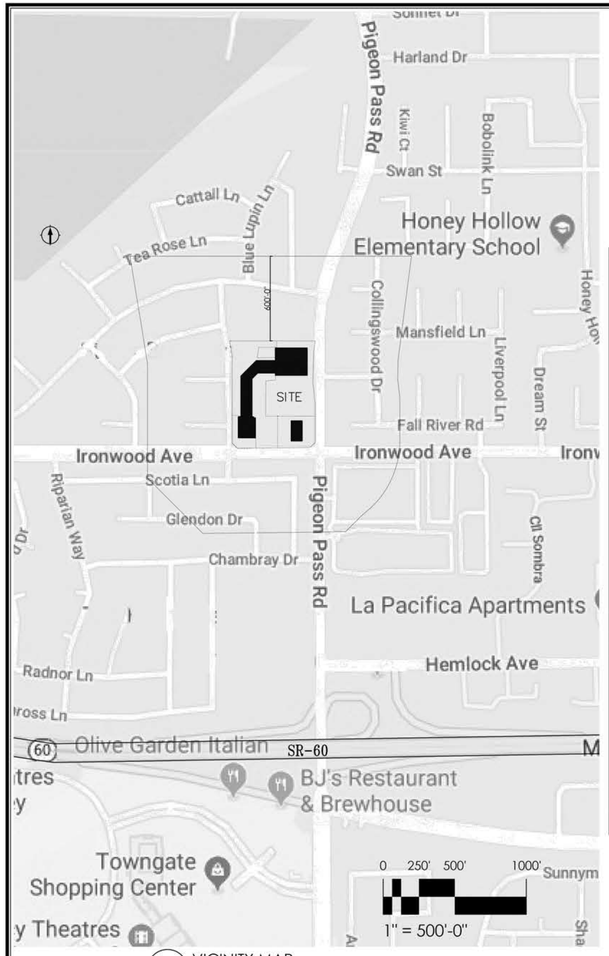
64. All outstanding fees shall be paid.

65. The existing driveway on Ironwood Avenue shall be reconstructed per City Standard Plan MVSI-112A-0.

PUBLIC WORKS DEPARTMENT

Special Districts Division

66. Any damage to existing landscape areas maintained by the City of Moreno Valley due to project construction shall be repaired/replaced by the Developer, or Developer's successors in interest, at no cost to the City of Moreno Valley.



2 VICINITY MAP
1"=500'-0"

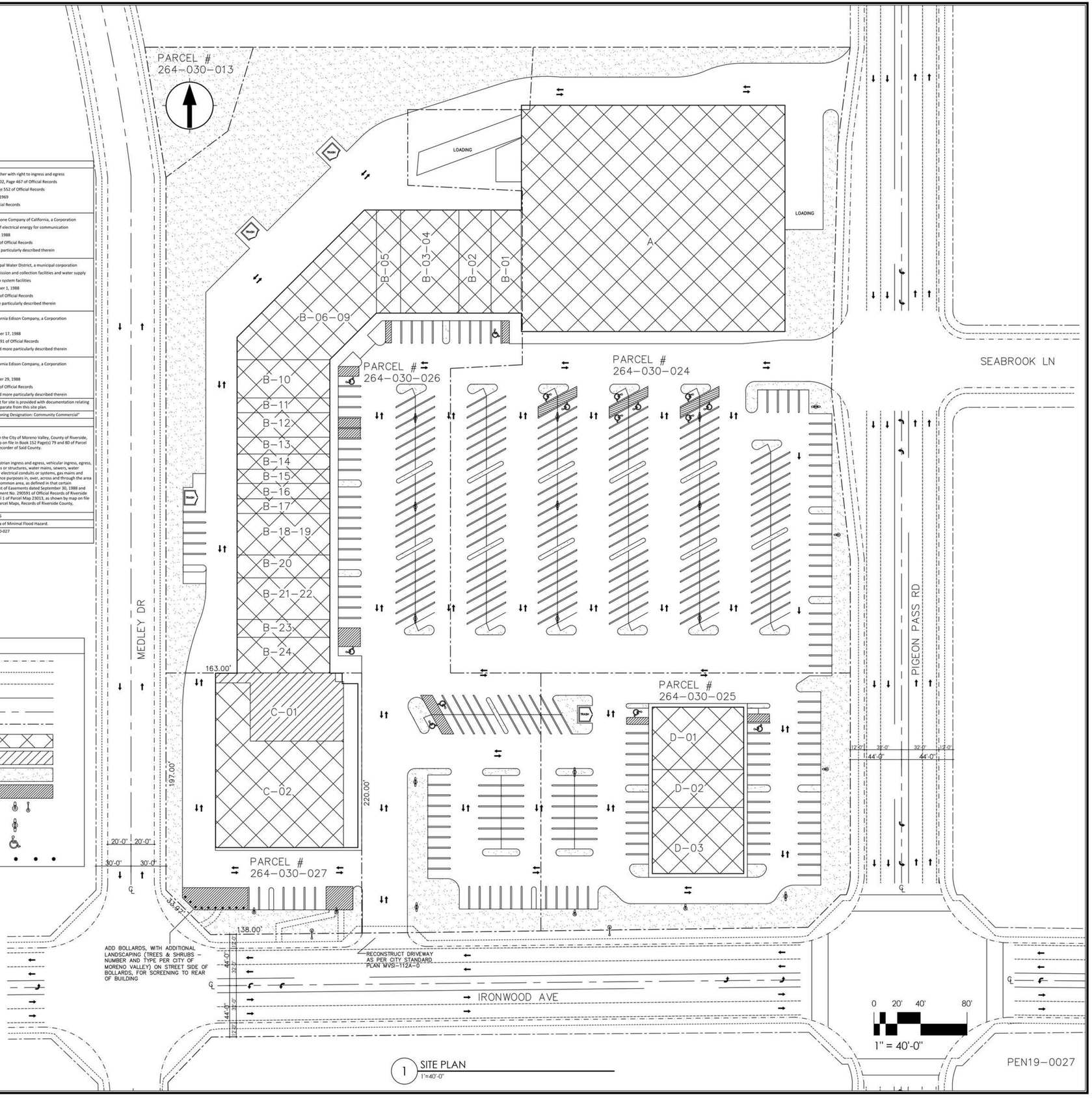
Easements:
Purpose: Conduits, together with right to ingress and egress Recording No: Book 1702, Page 467 of Official Records and Recording No: Book 1702, Page 552 of Official Records and Recording Date: November 12, 1969 and Recording No: 115832 of Official Records
In favor of: General Telephone Company of California, a Corporation Purpose: Transmission of electrical energy for communication Recording Date: June 17, 1988 Recording No: 165643 of Official Records Affects: Said land more particularly described therein
In favor of: Eastern Municipal Water District, a municipal corporation Purpose: Sewage transmission and collection facilities and water supply and distribution system facilities Recording Date: November 1, 1988 Recording No: 317605 of Official Records Affects: Said land more particularly described therein
In favor of: Southern California Edison Company, a Corporation Purpose: Public utilities Recording Date: November 17, 1988 Recording No: 88-336691 of Official Records Affects: Said land more particularly described therein
In favor of: Southern California Edison Company, a Corporation Purpose: Public Utilities Recording Date: December 29, 1988 Recording No: 383121 of Official Records Affects: Said land more particularly described therein
Existing Reciprocal Access Easement for site is provided with documentation relating to said easement being provided separate from this site plan.
Parcel is Commercial "C" Zoning - Zoning Designation: Community Commercial"
Legal Description:
Parcel A Parcel 4 of Parcel Map No. 23013, in the City of Moreno Valley, County of Riverside, State of California, as shown by map on file in Book 152 Page(s) 79 and 80 of Parcel Maps, in the Office of the County Recorder of Said County.
Parcel B A non-exclusive easement for pedestrian ingress and egress, vehicular ingress, egress, and parking, water drainage systems or structures, water mains, sewers, water sprinkler system lines, telephone or electrical conduits or systems, gas mains and other public utilities, and maintenance purposes in, over, across and through the area which is within that portion of the common area, as defined in that certain Declaration of Restrictions and Grant of Easements dated September 30, 1988 and recorded October 6, 1988 as Instrument No. 290591 of Official Records of Riverside County, California, located on Parcel 1 of Parcel Map 23013, as shown by map on file in Book 152 Page(s) 79 and 80, of Parcel Maps, Records of Riverside County, California.
Assessor's Parcel No: 264-030-027-6
FEMA Flood Zone Designation: Area of Minimal Flood Hazard.
Acreage Breakdown of APN 264-030-027 Parcel 4: 0.817 AC

LEGEND

- Curb Face
- Sidewalk
- Passing Lane Divider
- No Passing Lane Divider
- Center Line
- R/W OR Property Line
- Existing Building, Not a Part
- Existing Building – Current Project
- Landscaping
- ADA Accessible areas
- Single Light Pole
- Double Light Pole
- Accessible Parking Spaces
- New Bollards with Landscaping

PARKING CALCULATIONS / PARKING ANALYSIS

	Tenant List	Sq. Feet	Occupancy Type	Parking Req'd	Spaces Req'd
A	Stater Bros	41860	Retail	1/225 sqft gross	186.04
B-01	Available	2797	--	--	--
B-02	Ice Cream	1935	Eating/Drinking Establishment	1/225 sqft gross	8.6
B-03-04	Available	4000	--	--	--
B-05	Inland Tan	2000	Business & Professional Offices	1/250 sqft gross	8
B-06-09	Community Dental	6470	Business & Professional Offices	1/250 sqft gross	25.88
B-10	Available	1750	--	--	--
B-11	Subway	1050	Eating/Drinking Establishment	1/225 sqft gross	4.67
B-12	Best Cleaners	1400	Business & Professional Offices	1/250 sqft gross	5.6
B-13	AIM Mail	1050	Business & Professional Offices	1/250 sqft gross	4.2
B-14	Auga Crystal	1050	Retail	1/225 sqft gross	4.67
B-15	Authentic Cutz Barbershop	1070	Business & Professional Offices	1/250 sqft gross	4.28
B-16	Available	1400	--	--	--
B-17	Threading	1400	Business & Professional Offices	1/250 sqft gross	5.6
B-18-19	Cajun Crab Wood Restaurant	2800	Eating/Drinking Establishment	1/225 sqft gross	12.44
B-20	Pizza Hut	1400	Eating/Drinking Establishment	1/225 sqft gross	6.22
B-21-22	U.S. Nails	2450	Nail Salon	1/2 work stations	10* (Guesstimate)
B-23	Metro PCS	1050	Retail	1/225 sqft gross	4.67
B-24	Available	1610	--	--	--
C-01	SMV Group	4887	Retail	1/225 sqft gross	21.72
C-02	SSCA Enterprises	11561	Business & Professional Offices	1/250 sqft gross	46.24
D-01	Available	2900	--	--	--
D-02	KD Donuts	1050	Eating/Drinking Establishment	1/225 sqft gross	4.67
D-03-04	Jose's Mexican Food	5400	Eating/Drinking Establishment	1/225 sqft gross	24
				Total Req'd	387.5
				Total Prov'd	445
				Total Acc. Req'd	9
				Total Acc. Prov'd	15



1 SITE PLAN
1"=40'-0"

PEN19-0027

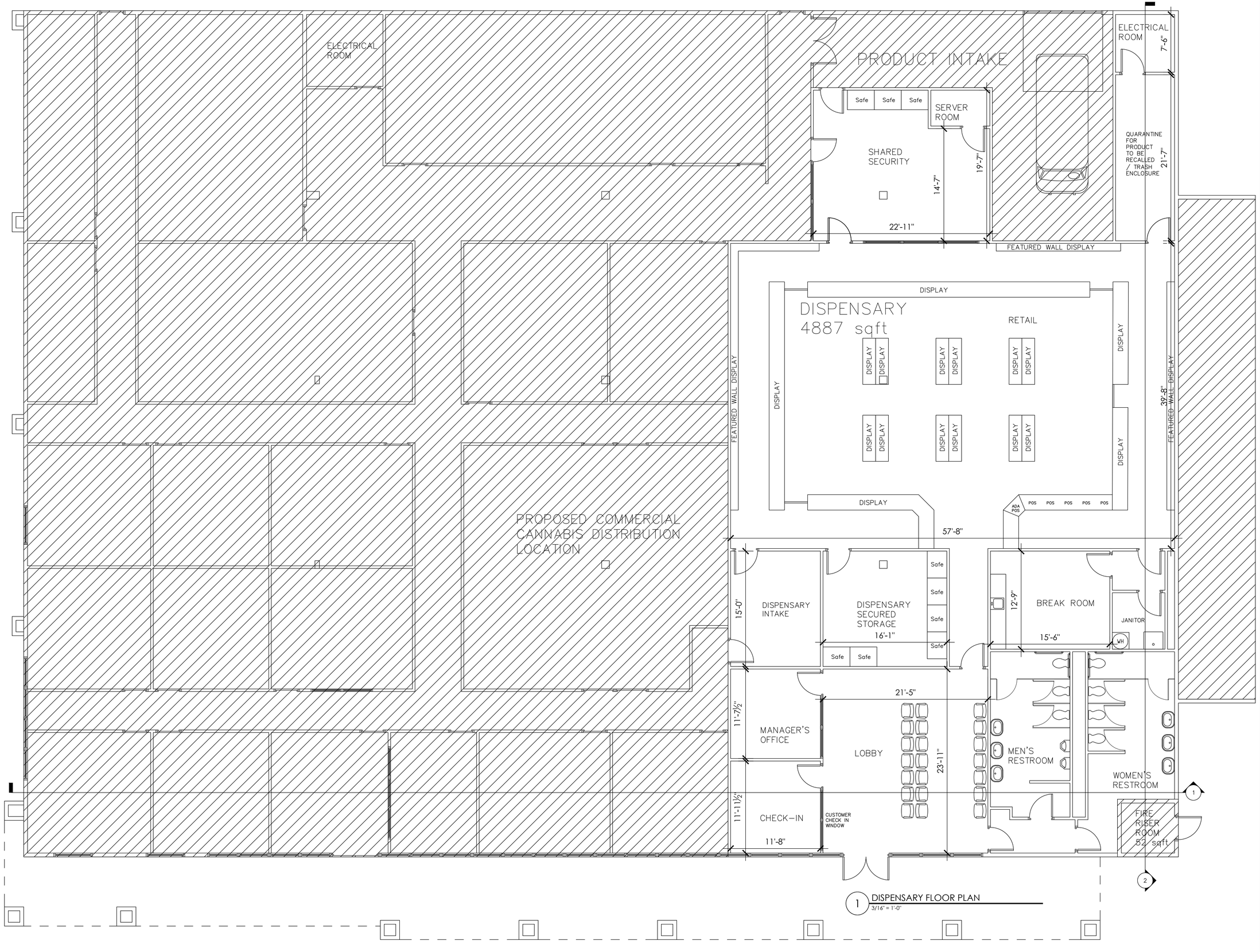
OWNER/APPLICANT:
SMV GROUP
1191 MAGNOLIA AVE. #D383
Corona, CA 92879
951-310-6180 / brandon@goshango.com

SITE PLAN
SMV GROUP
11875 PIGEON PASS ROAD., MORENO VALLEY, CA 92553
PARCEL # 264-030-027

Prepared By:
GWN Designs
Chad Walker
7260 W. Azure Dr
#104-817
Las Vegas, NV
89130
702-518-3339
chad.gwndesigns@gmail.com

SITE PLAN
PEN19-0027
Feb 19, 2019

A-1.0



1 DISPENSARY FLOOR PLAN
3/16" = 1'-0"

OWNER/APPLICANT:
SMV GROUP
1191 MAGNOLIA AVE. #D383
Corona, CA 92879
951-310-6180 / brandon@goshango.com

DISPENSARY FLOOR PLAN

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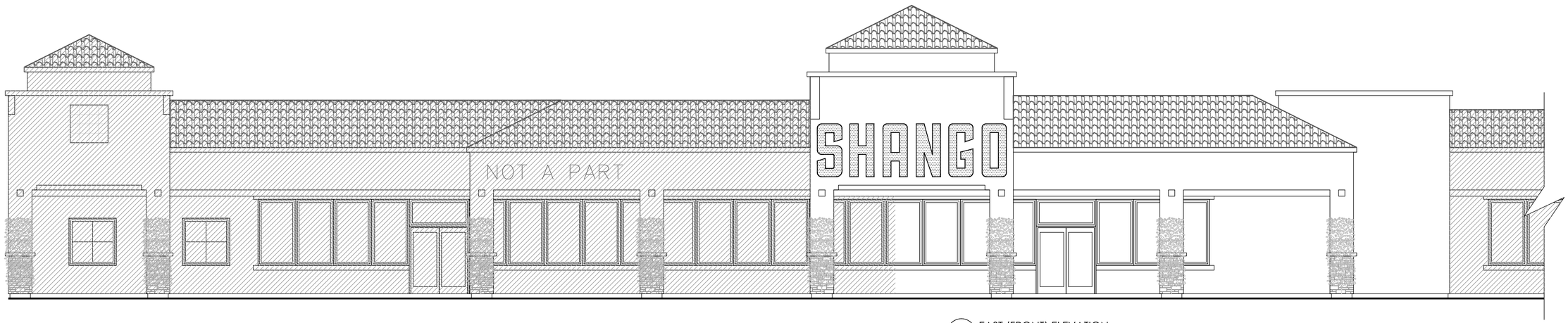
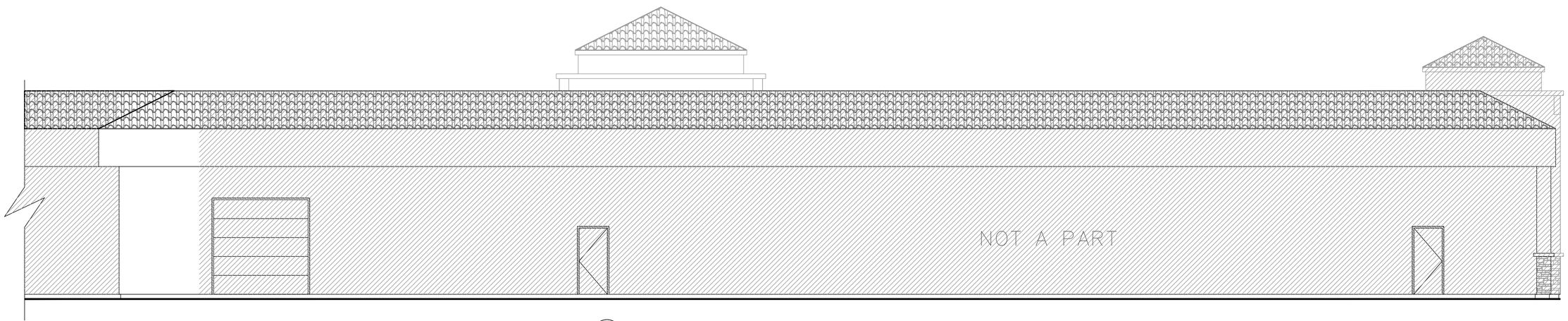
DISPENSARY PLAN
PEN18-____
Jan. 22, 2019

A-2.2



2 EAST (FRONT) ELEVATION
3/16" = 1'-0"



1 WEST (REAR) ELEVATION
3/16" = 1'-0"

OWNER/APPLICANT:
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Corona, CA 92879
951-310-6180 / brandon@goshango.com

ELEVATIONS

SMV GROUP
11875 PIGEON PASS ROAD., MORENO VALLEY, CA 92553
PARCEL # 264-030-027

Prepared By:
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chad.gwndesigns@gmail.com

ELEVATIONS
PEN18-____
Jan. 22, 2019

A-4.1

AIRPORT LAND USE COMMISSION
RIVERSIDE COUNTY

RECEIVED
MAR 18 2019
CITY OF MORENO VALLEY
Planning Division

March 14, 2019

County Administrative Center
4080 Lemon St., 14th Floor.
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

Ms. Julia Descoteaux, Project Planner
City of Moreno Valley Planning Department
14177 Frederick Street
Moreno Valley CA 92552

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW – DIRECTOR'S DETERMINATION

File No.:	ZAP1357MA19
Related File No.:	PEN19-0027 (Conditional Use Permit)
APN:	264-030-027

Dear Ms. Descoteaux:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC) pursuant to Policy 1.5.2(d) of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, staff reviewed City of Moreno Valley Case No. PEN19-0027 (Conditional Use Permit), a proposal to establish a cannabis retail dispensary and distribution center in an existing 16,567 square foot building located on the northerly side of Ironwood Avenue and easterly of Medley Drive (a portion of a commercial center with an address of 11875 Pigeon Pass Road).

The site is located within Airport Compatibility Zone E of the March Air Reserve Base/Inland Port Airport Influence Area (AIA). Within Compatibility Zone E, nonresidential intensity is not restricted.

The elevation of Runway 14-32 at March Air Reserve Base/Inland Port Airport is approximately 1,535 feet above mean sea level (AMSL) at its northerly terminus. At a distance of 17,560 feet from the project to the nearest point on the runway, Federal Aviation Administration Obstruction Evaluation Service (FAA OES) review would be required for any new structures with an elevation at top of roof exceeding 1,710 feet AMSL. The site's elevation is 1,736 feet AMSL, and the existing building height is 21 feet, resulting in a top point elevation of 1,757 feet AMSL. However, since the building is already existing, and no new buildings are being proposed, nor any increase in the height of the existing building, FAA OES review for height/elevation reasons was not required.

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, provided that the City of Moreno Valley applies the following recommended conditions:

CONDITIONS:

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

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 climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an 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.

   (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, 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.

3. The attached notice shall be provided to all prospective purchasers of the property and tenants of the building.

4. Any new aboveground detention or water quality basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the detention basins that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

If you have any questions, please contact Paul Rull, ALUC Principal Planner, at (951) 955-6893.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Simon A. Housman, ALUC Director

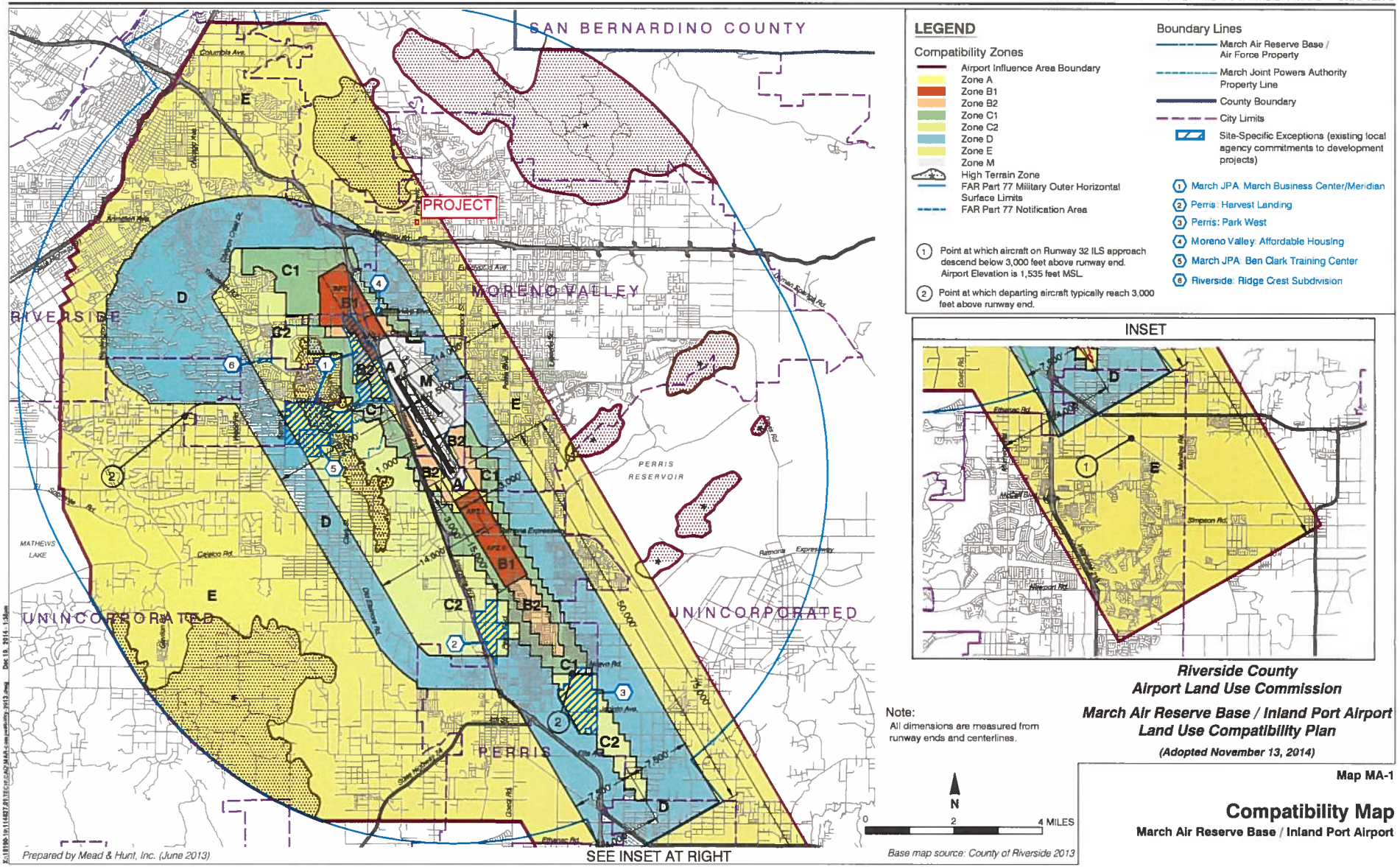
Attachments: Notice of Airport in Vicinity

cc: Gary Rexroad or Julie Dubocq, SSCA Enterprises/SMV Group (applicant/representative)
JRMVP LLC (property owner)
Gary Gosliga, Airport Manager, March Inland Port Airport Authority
Daniel Rockholt, March Air Reserve Base
ALUC Case File

Y:\AIRPORT CASE FILES\March\ZAP1357MA19\ZAP1357MA19.LTR.doc

NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of ar 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)



Riverside County
Airport Land Use Commission

March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan

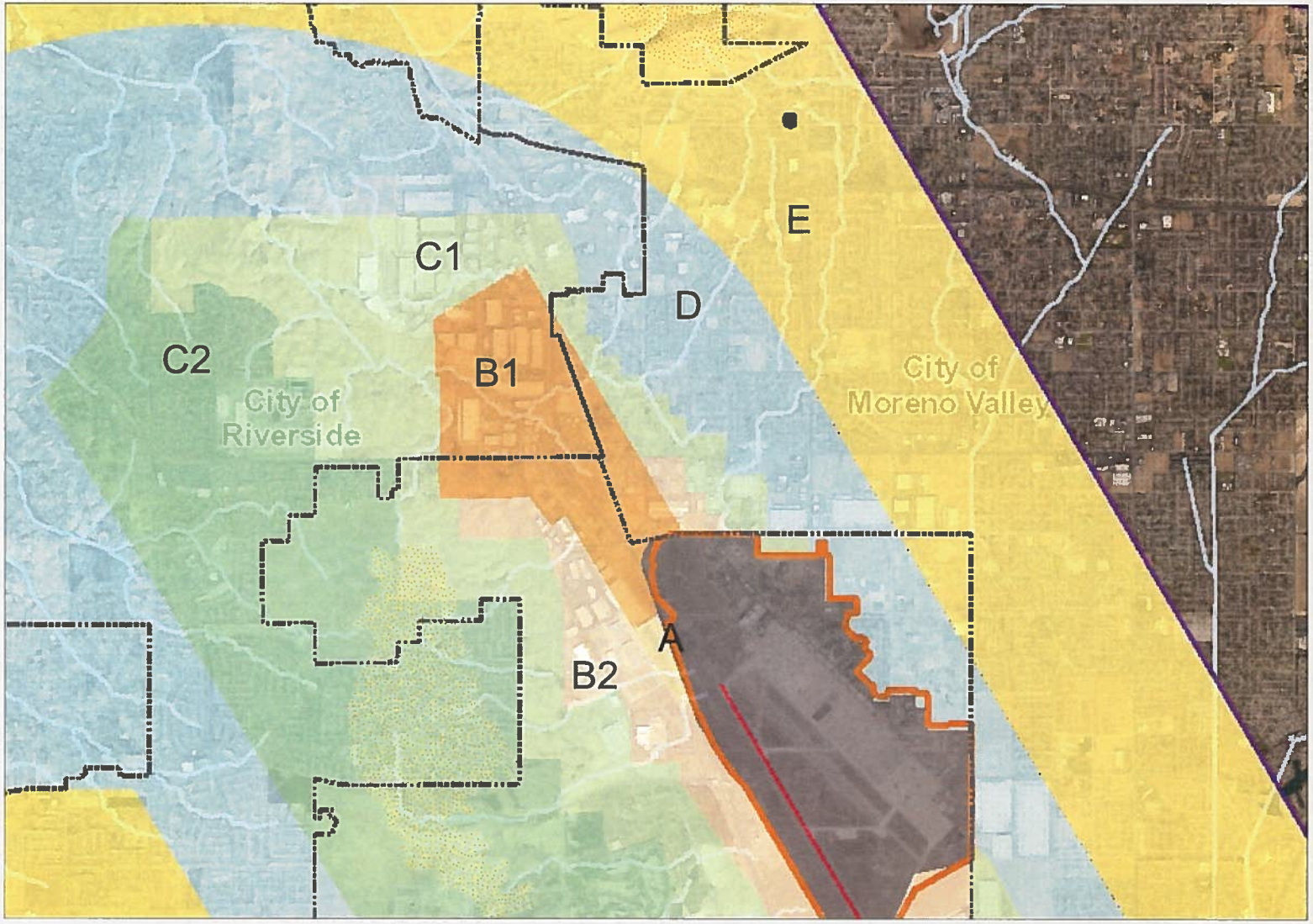
(Adopted November 13, 2014)

Map MA-1

Compatibility Map

March Air Reserve Base / Inland Port Airport

Map My County Map



Legend

- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
  - OTHER COMPATIBILITY ZONE
  - A
  - A-EXC1
  - B1
  - B1-APZ I
  - B1-APZ I-EXC1
  - B1-APZ II
  - B1-APZ II-EXC1
  - B1-EXC1
  - B2
  - B2-EXC1
  - C
  - C1
  - C1-EXC1
  - C1-EXC3
  - C1-EXC4
  - C1-HIGHT
  - C2
  - C2-EXC1
  - C2-EXC2
  - C2-EXC3
  - C2-EXC5
  - C2-EXC6

0 6,064 12,127 Feet

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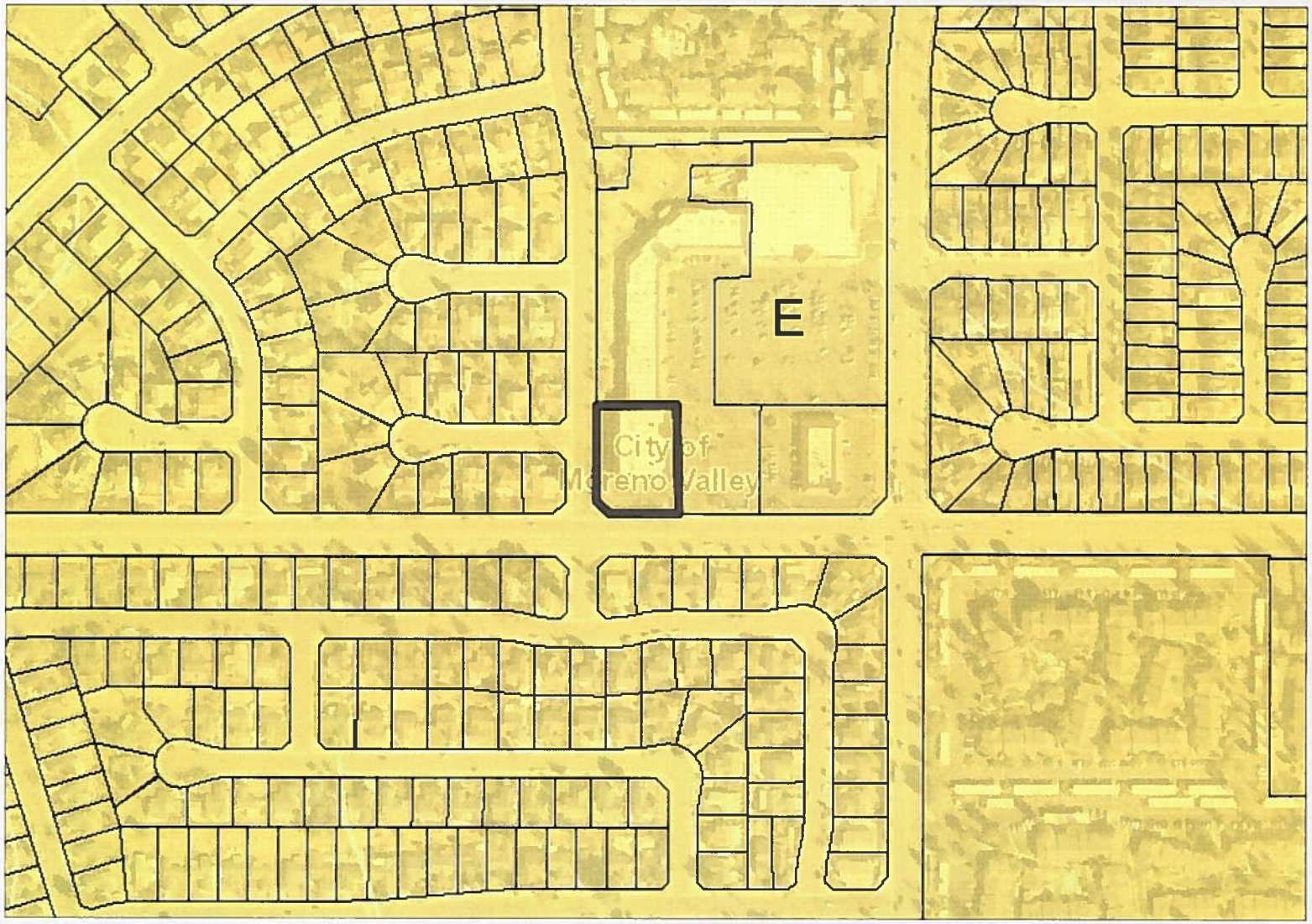
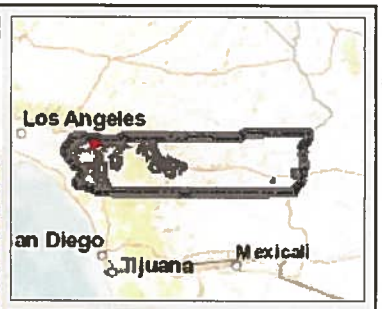
Notes

Map My County Map





Legend

- Parcels
- Runways
- Airports
- Airport Influence Areas
- Airport Compatibility Zones
  - OTHER COMPATIBILITY ZONE
  - A
  - A-EXC1
  - B1
  - B1-APZ I
  - B1-APZ I-EXC1
  - B1-APZ II
  - B1-APZ II-EXC1
  - B1-EXC1
  - B2
  - B2-EXC1
  - C
  - C1
  - C1-EXC1
  - C1-EXC3
  - C1-EXC4
  - C1-HIGHT
  - C2
  - C2-EXC1
  - C2-EXC2
  - C2-EXC3
  - C2-EXC5

RCIT

0 379 758 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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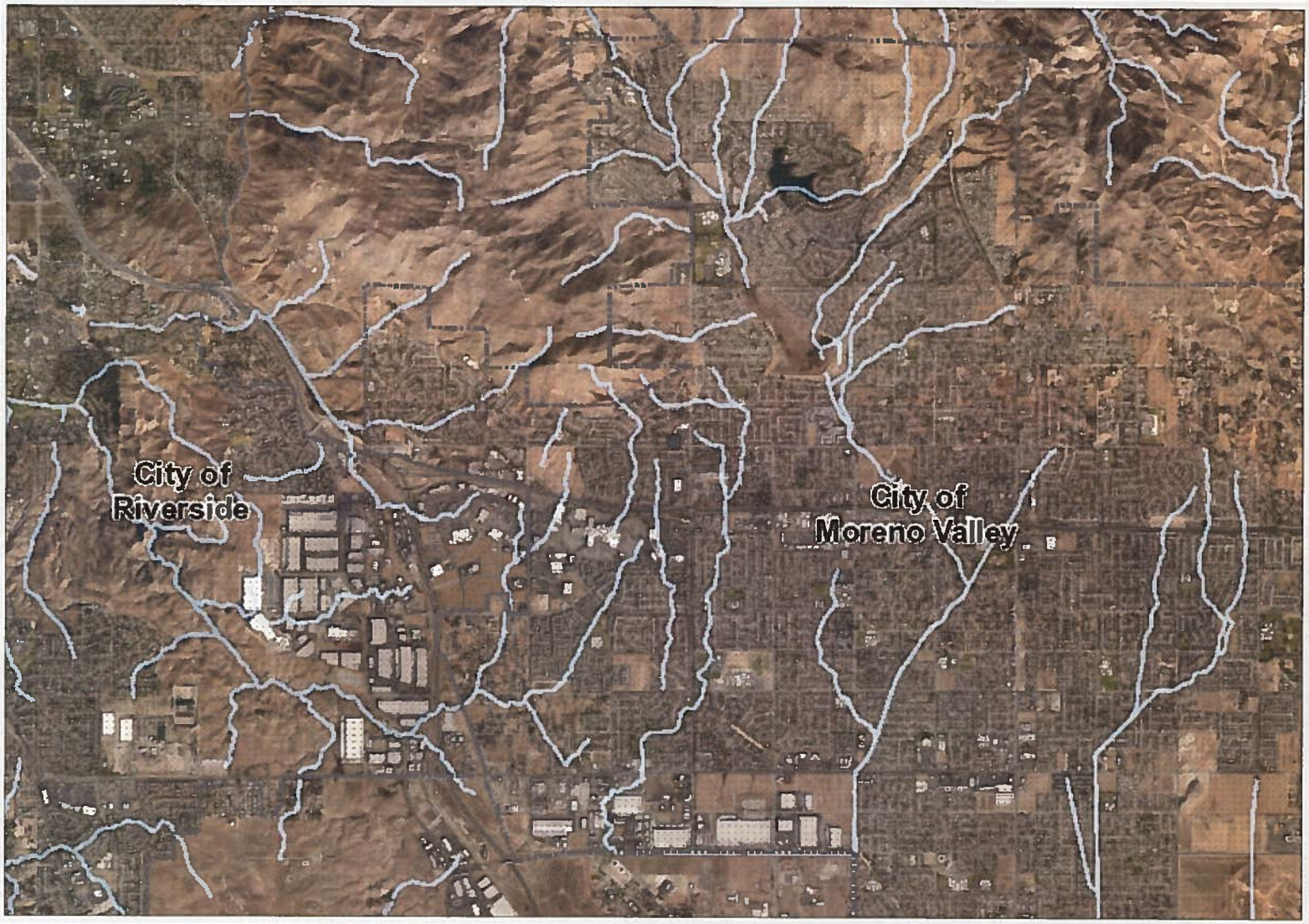
Notes

Map My County Map



Legend

- Blueline Streams
- City Areas
- World Street Map

0 6,064 12,127 Feet

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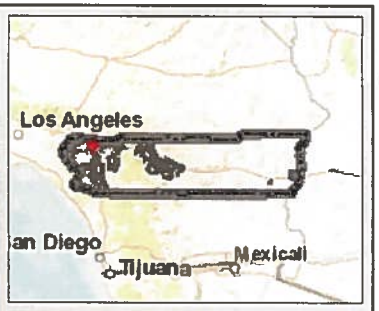

Legend

- Blueline Streams
- City Areas
- World Street Map

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0 1,516 3,032 Feet

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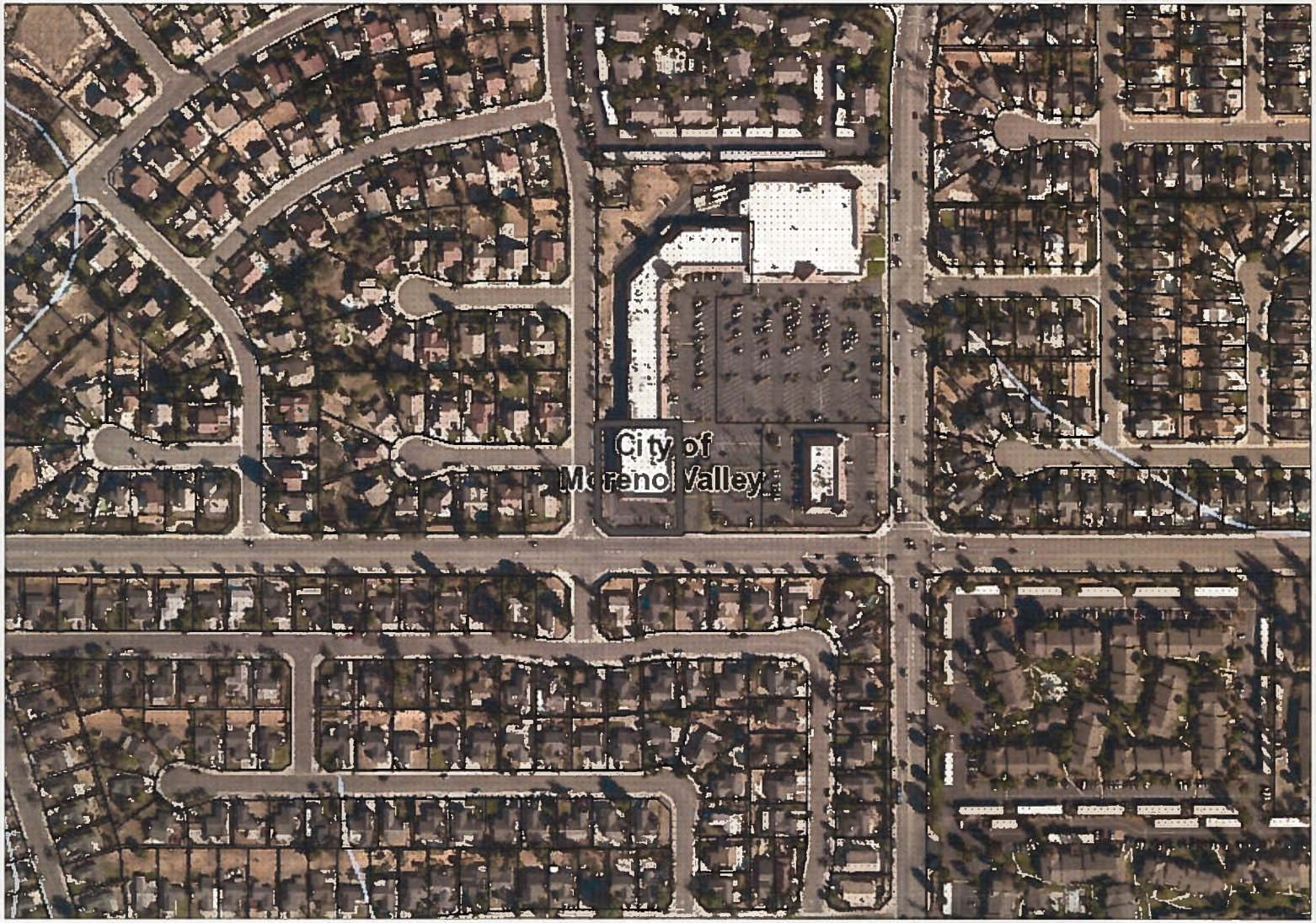
Map My County Map



Legend

- Parcels
- Blueline Streams
- City Areas
- World Street Map

0 379 758 Feet

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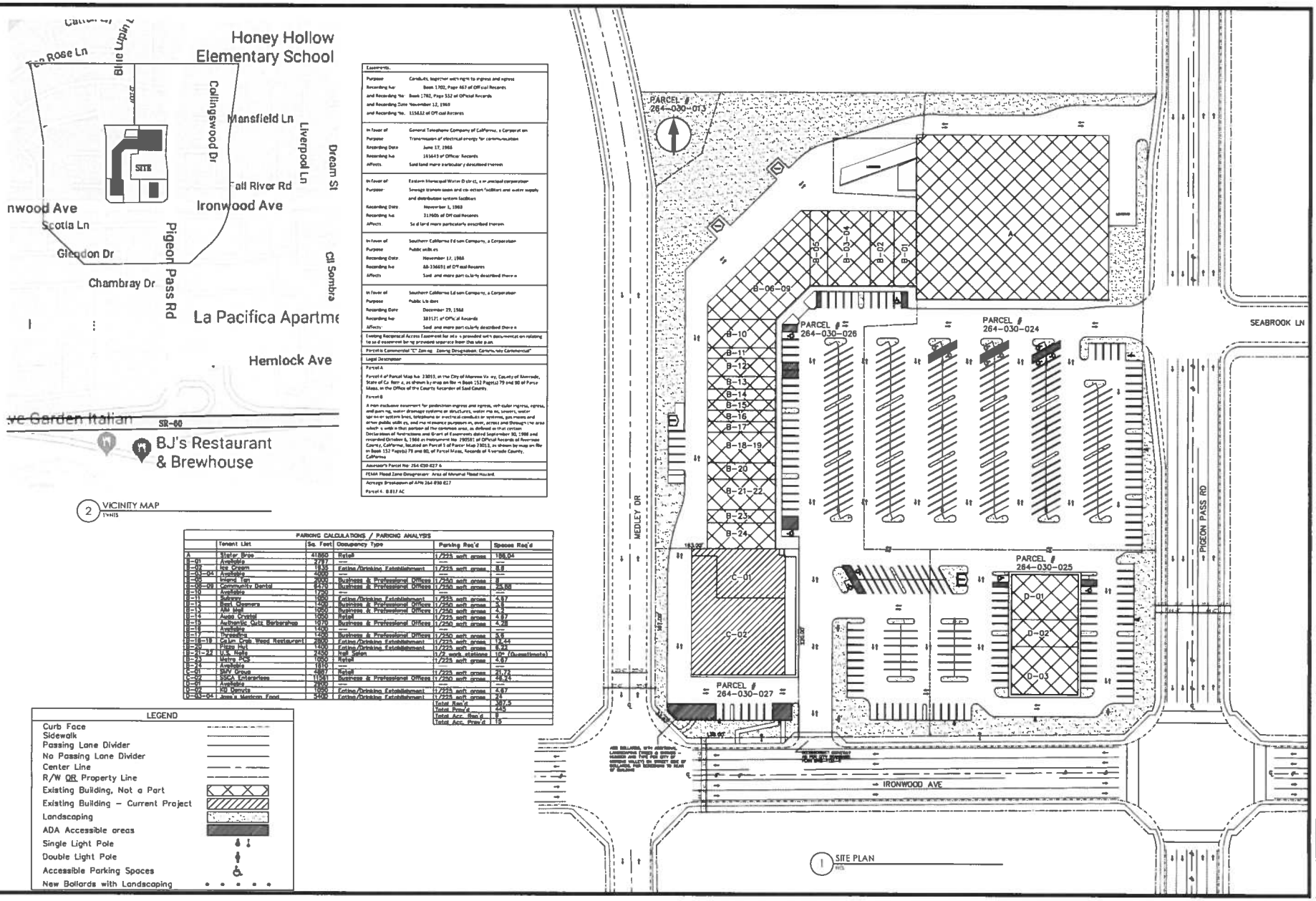


Easements	
Purpose	Conduits, together with right to ingress and egress
Recording No	Book 1702, Page 467 of Official Records
and Recording No	Book 1782, Page 532 of Official Records
and Recording Date	November 12, 1969
and Recording No.	115612 of Official Records
In favor of	General Telephone Company of California, a Corporation
Purpose	Transmission of electrical energy for communication
Recording Date	June 17, 1968
Recording No	101643 of Official Records
Affects	Said land more particularly described therein
In favor of	Eastern Municipal Water District, a municipal corporation
Purpose	Sewage transmission and collection facilities and water supply and distribution system facilities
Recording Date	November 1, 1968
Recording No	317605 of Official Records
Affects	Said land more particularly described therein
In favor of	Southern California Edison Company, a Corporation
Purpose	Public utilities
Recording Date	November 17, 1966
Recording No	AB-336691 of Official Records
Affects	Said land more particularly described therein
In favor of	Southern California Edison Company, a Corporation
Purpose	Public utilities
Recording Date	December 29, 1966
Recording No	181127, of Official Records
Affects	Said land more particularly described therein
Existing Reciprocal Access Easement for ingress and egress, and other matters relating to said easement being recorded separate from this site plan.	
Parcel is Commercial "C" Zoning Designation. Contemplated Commercial	
Legal Description	
Parcel A	
Parcel A of Parcel Map No. 23013, in the City of Moreno Valley, County of Riverside, State of California, as shown by map on file in Book 152 Page(s) 79 and 80 of Parcel Maps, in the Office of the County Recorder of said County.	
Parcel B	
A non-exclusive easement for pedestrian ingress and egress, vehicular ingress, egress, and parking, water drainage systems or structures, water mains, sewers, water services or system lines, telephone or electrical conduits or systems, gas mains and other public utilities, and the maintenance purposes in, over, across and through the area which is within that portion of the common area, as defined as that certain Declaration of Restrictions and Grant of Easements dated September 30, 1988 and recorded October 6, 1988 as Instrument No. 280581 of Official Records of Riverside County, California, located on Parcel 1 of Parcel Map 23013, as shown by map on file in Book 152 Page(s) 79 and 80, of Parcel Maps, Records of Riverside County, California	
Assessor's Parcel No: 264-030-027 &	
FEMA Flood Zone Designation: Area of Minimal Flood Hazard.	
Acreage Breakdown of APN 264-030-027	
Parcel 1: 0.817 AC	

PARKING CALCULATIONS / PARKING ANALYSIS

	Tenant List	Sq. Feet	Occupancy Type	Parking Req'd	Spaces Req'd
A	Water Bros	41860	Retail	1/225 sqft gross	186.04
B-01	Available	2747	---	---	---
B-02	Ice Cream	1855	Eating/Drinking Establishment	1/225 sqft gross	8.2
B-03-04	Available	4000	---	---	---
B-05	Island Tan	2800	Business & Professional Offices	1/250 sqft gross	11
B-06-09	Community Dental	8170	Business & Professional Offices	1/250 sqft gross	32.68
B-10	Available	1750	---	---	---
B-11	Subway	1800	Eating/Drinking Establishment	1/225 sqft gross	8.67
B-12	Kent Cleaners	1400	Business & Professional Offices	1/250 sqft gross	5.6
B-13	AM Mail	1050	Business & Professional Offices	1/250 sqft gross	4.2
B-14	Aura Crystal	1050	Retail	1/225 sqft gross	4.67
B-15	Authentic Cuts Barbershop	1070	Business & Professional Offices	1/250 sqft gross	4.28
B-16	Available	1420	---	---	---
B-17	Dryvebar	1400	Business & Professional Offices	1/250 sqft gross	5.6
B-18-19	Cajun Crab Wood Restaurant	2800	Eating/Drinking Establishment	1/225 sqft gross	12.44
B-20	Pizza Hut	1400	Eating/Drinking Establishment	1/225 sqft gross	6.22
B-21-22	U.S. Nails	2450	Nail Salon	1/2 work stations	10+ (Guesstimate)
B-23	Metro PCS	1050	Retail	1/225 sqft gross	4.67
B-24	Available	1810	---	---	---
C-01	SMV Group	4867	Retail	1/225 sqft gross	21.72
C-02	Allied Enterprises	11021	Business & Professional Offices	1/250 sqft gross	48.43
D-01	Available	2830	---	---	---
D-02	KU Donuts	1000	Eating/Drinking Establishment	1/225 sqft gross	4.67
D-03-04	Jose's Mexican Food	5400	Eating/Drinking Establishment	1/225 sqft gross	24
				Total Req'd	387.5
				Total Prov'd	443
				Total Acc. Req'd	8
				Total Acc. Prov'd	15

LEGEND

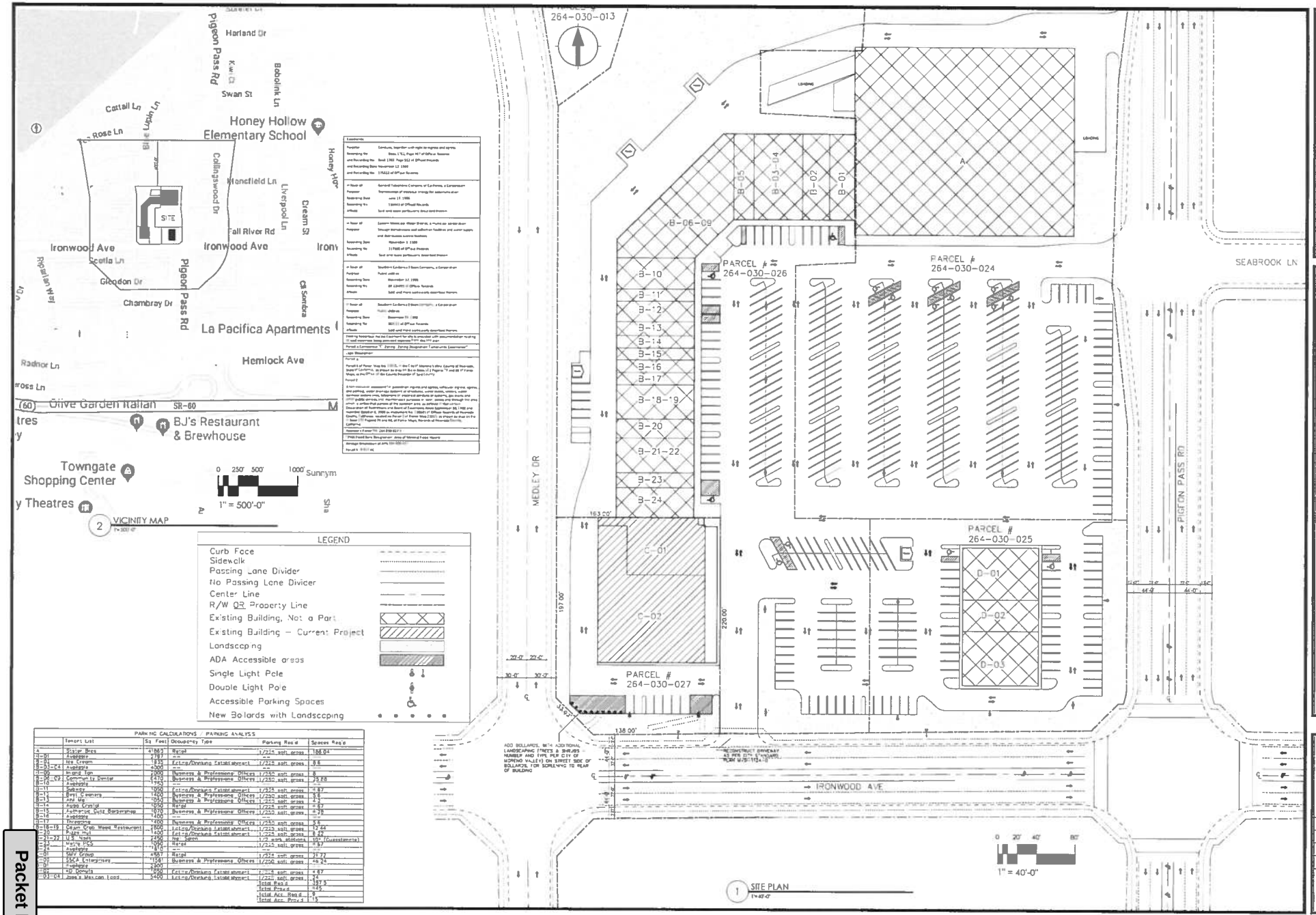
- Curb Face
- Sidewalk
- Passing Lane Divider
- No Passing Lane Divider
- Center Line
- R/W OR Property Line
- Existing Building, Not a Part
- Existing Building – Current Project
- Landscaping
- ADA Accessible areas
- Single Light Pole
- Double Light Pole
- Accessible Parking Spaces
- New Bollards with Landscaping

OWNER/APPLICANT:
SSCA ENTERPRISES LLC / SMV GROUP
1191 MAGNOLIA AVE. #D383
Corona, CA 92879
951-310-6180 / brandon@goshango.com

SITE PLAN
SSCA ENTERPRISES/SMV GROUP
11675 PIGEON PASS ROAD, MORENO VALLEY, CA 92555
PARCEL # 264-030-027

Prepared By:
CFH Designs
Chad Walker
7380 W. Azure Dr
#104-817
Las Vegas, NV
89130
702-618-3338

SITE PLAN
PEN18-0213
PEN19-0027
Feb. 21, 2019
A-1.0



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PARKING CALCULATIONS / PARKING ANALYSIS

	Tenant List	Sq. Feet	Occupancy Type	Parking Req'd	Spaces Req'd
A	Stater Bros	41863	Retail	1/225 sqft. gross	186.04
A-01	Available	2387	---	---	---
A-02	Ice Cream	1835	Eating/Drinking Establishment	1/225 sqft. gross	8.6
A-03-04	Available	4300	---	---	---
A-05	In and Ton	1900	Business & Professional Offices	1/250 sqft. gross	8
B-06-09	Community Center	6470	Business & Professional Offices	1/250 sqft. gross	25.88
B-10	Available	1750	---	---	---
B-11	Subway	1050	Eating/Drinking Establishment	1/225 sqft. gross	4.67
B-12	Beni Sweets	1400	Business & Professional Offices	1/250 sqft. gross	5.6
B-13	Ani Mo	1050	Business & Professional Offices	1/250 sqft. gross	4.2
B-14	Aqua Crystal	1050	Retail	1/225 sqft. gross	4.67
B-15	Authentic Look Barbershop	1070	Business & Professional Offices	1/250 sqft. gross	4.28
B-16	Available	1400	---	---	---
B-17	Thirsty	1400	Business & Professional Offices	1/250 sqft. gross	5.6
B-18-19	Cajun Crab Weed Restaurant	2800	Eating/Drinking Establishment	1/225 sqft. gross	12.44
B-20	Papa Joj	1450	Eating/Drinking Establishment	1/225 sqft. gross	6.44
B-21-22	U.S. Nails	2450	Nail Salon	1/2 work stations	10+ (Guesstimate)
B-23	Wang POS	1090	Retail	1/225 sqft. gross	4.87
B-24	Available	1810	---	---	---
C-01	SMV Group	4587	Retail	1/225 sqft. gross	21.77
C-02	SSCA Enterprises	11581	Business & Professional Offices	1/250 sqft. gross	46.24
D-01	Available	4300	---	---	---
D-02	HU Donuts	1050	Eating/Drinking Establishment	1/225 sqft. gross	4.67
D-03-04	Jose's Mexican Food	5400	Eating/Drinking Establishment	1/225 sqft. gross	24
				Total Req'd	387.5
				Total Provd	425
				Total Acc. Req'd	9
				Total Acc. Prov'd	15

OWNER/APPLICANT:
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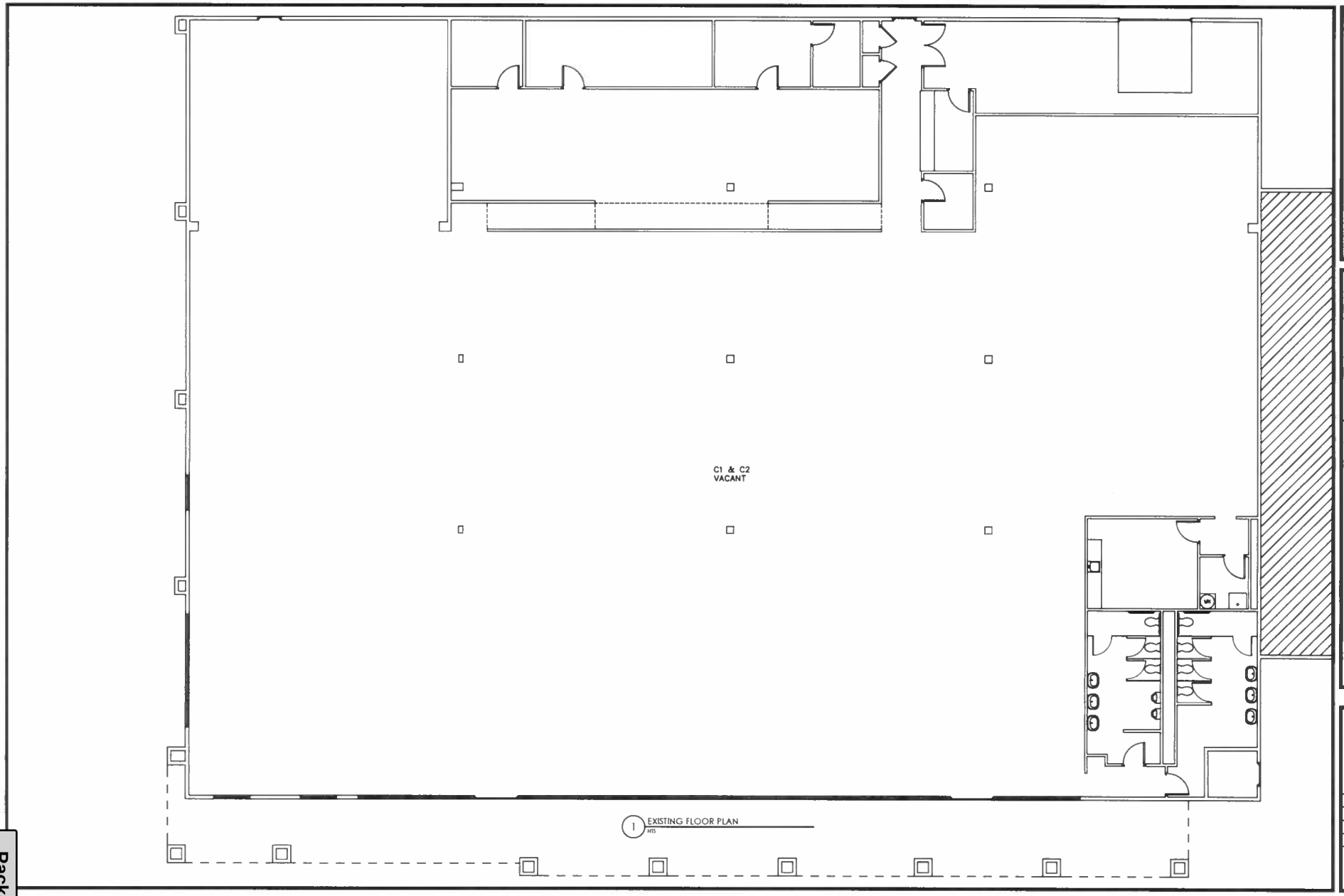
951-310-6180 / brandon@goshango.com

SITE PLAN
SSCA ENTERPRISES/SMV GROUP
11875 PIGEON PASS ROAD, MORENO VALLEY, CA 92553
PARCEL # 264-030-027

Prepared By:
GWN Designs
Chad Walker
7280 W Azure Dr
#104-817
Las Vegas, NV
89130
702-518-3339

SITE PLAN
PEN18-0213
PEN19-0027
Feb 21, 2019
A-1.0



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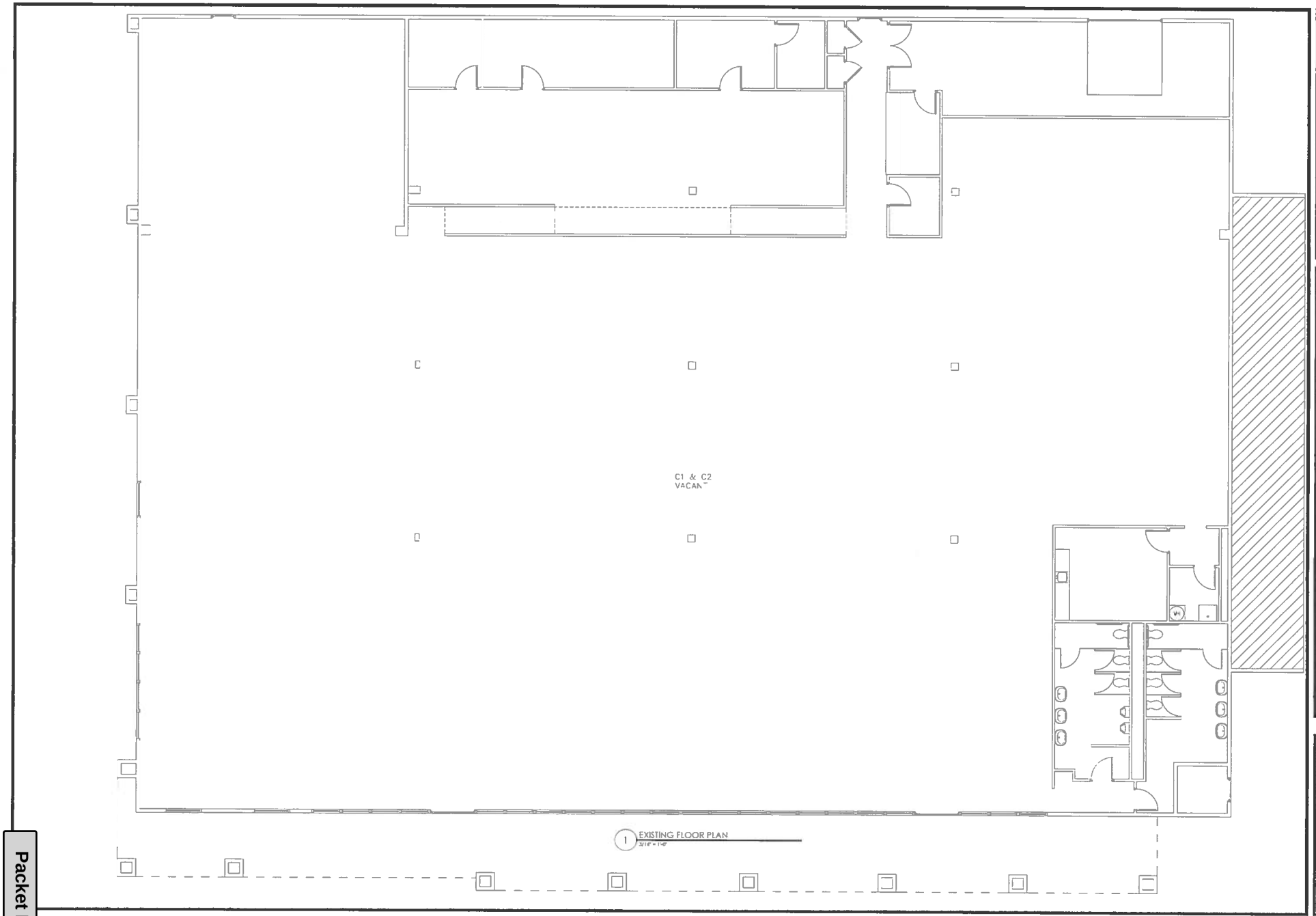
EXISTING FLOOR PLAN

SSCA ENTERPRISES/SMV GROUP
11675 PIGEON PASS ROAD., MORENO VALLEY, CA 92553
PARCEL # 294-030-027

Prepared By:
CTH Designs
Chad Walker
7280 W. Azure Dr
#164-617
Las Vegas, NV
89130
702-618-3339

SITE PLAN
PEN18-0213
PEN19-0027
Feb. 21, 2019

A-2.0



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SSCA ENTERPRISES/SMV GROUP
11875 PIGEON PASS ROAD., MORENO VALLEY, CA 92553
PARCEL # 284-020-027

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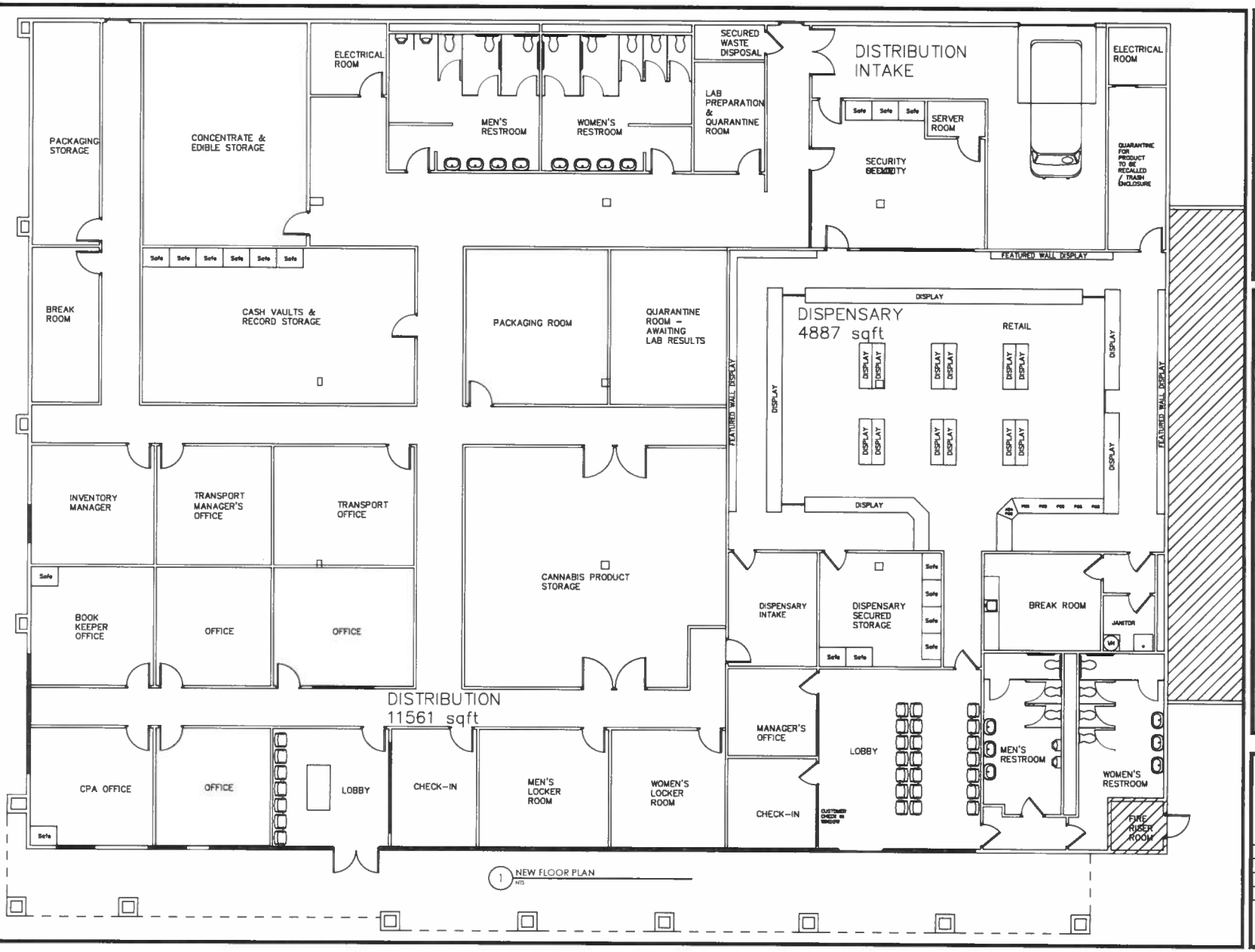
A-2.0



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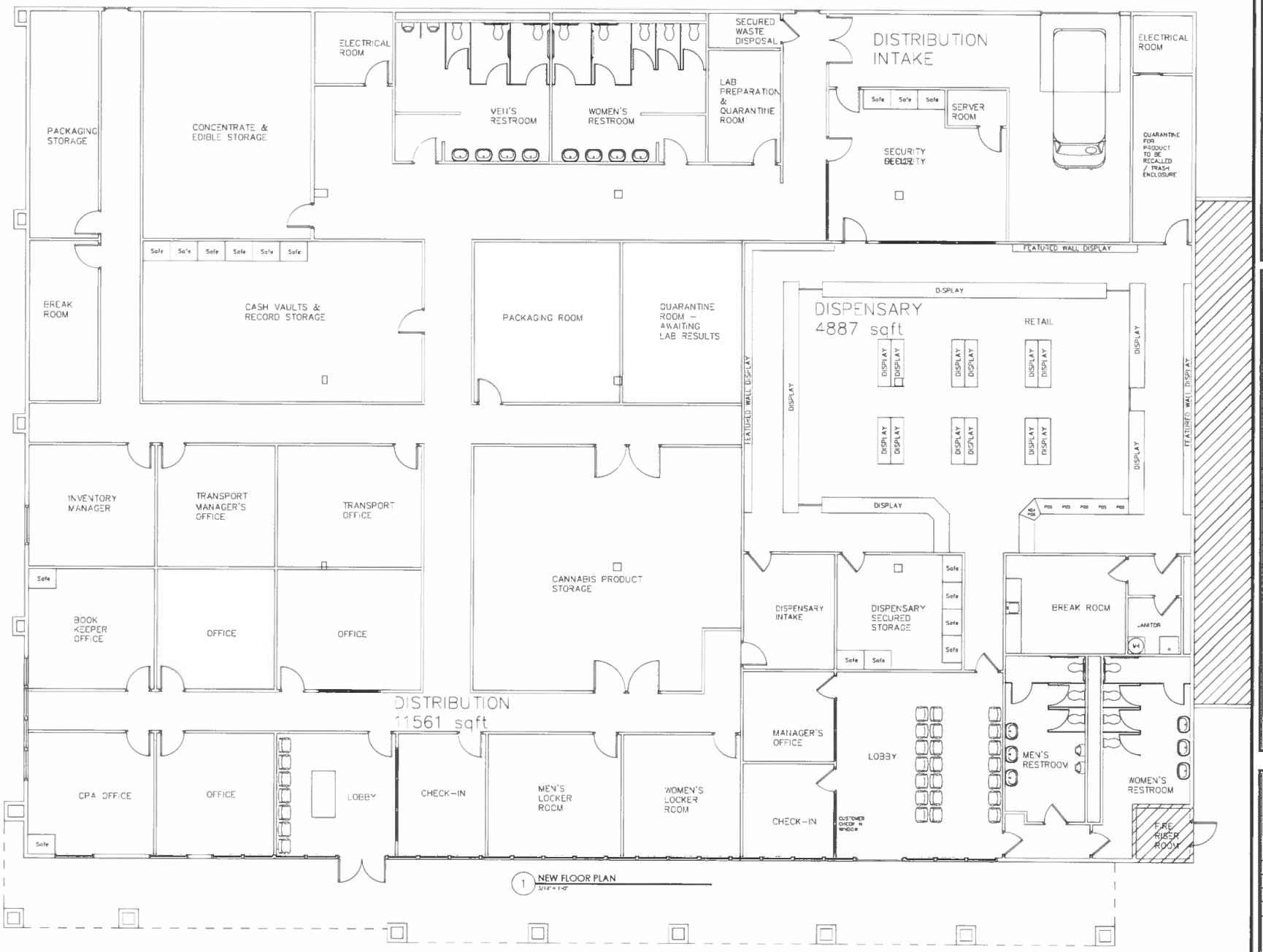
951-310-6180 / brandon@goshango.com

NEW FLOOR PLAN
SSCA ENTERPRISES/SMV GROUP
11875 PIGEON PASS ROAD., MORENO VALLEY, CA 92553
PARCEL # 294-030-027

Prepared By:
GTH Designs
Chad Walker
7280 W. Azure Dr
#184-817
Las Vegas, NV
89130
702-518-3338

SITE PLAN
PEN18-0213
PEN19-0027
Feb. 21, 2019

A-2.1



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951-310-0180 / brandon@goshango.com

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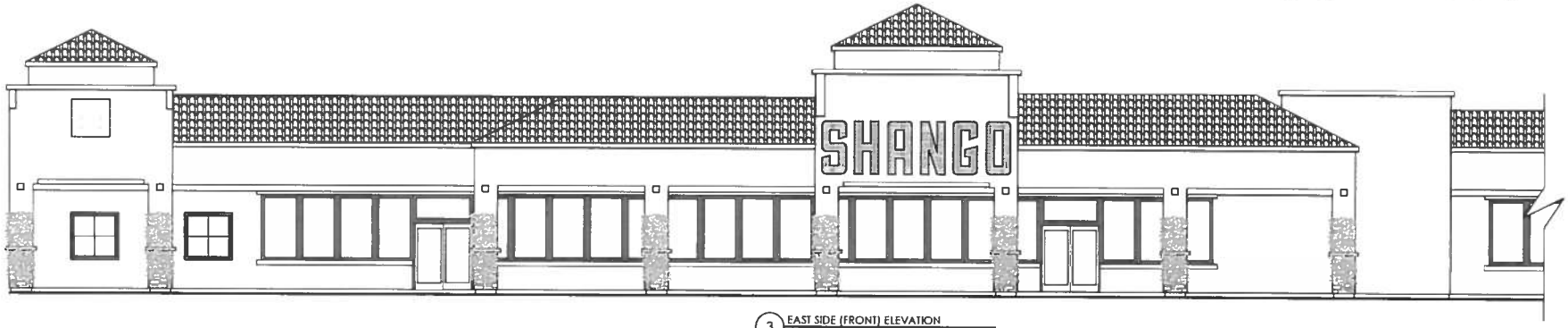
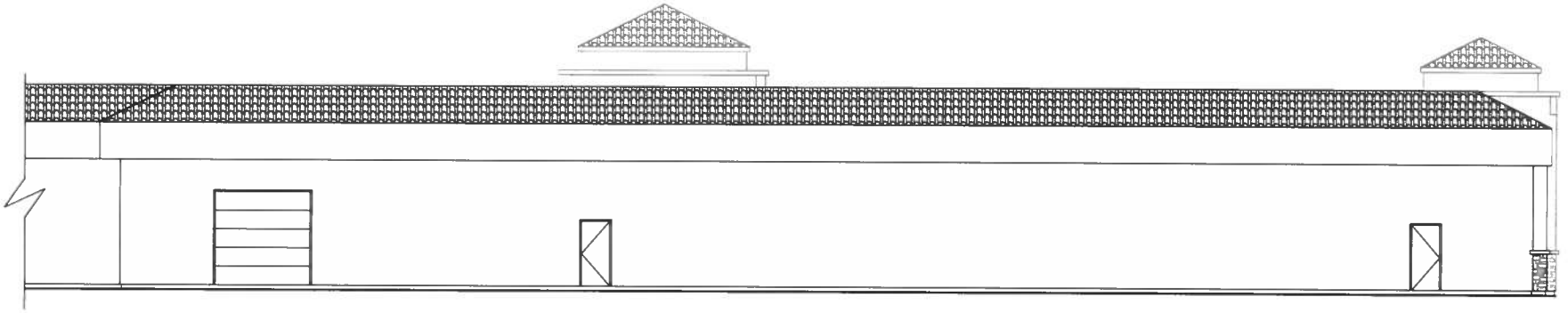
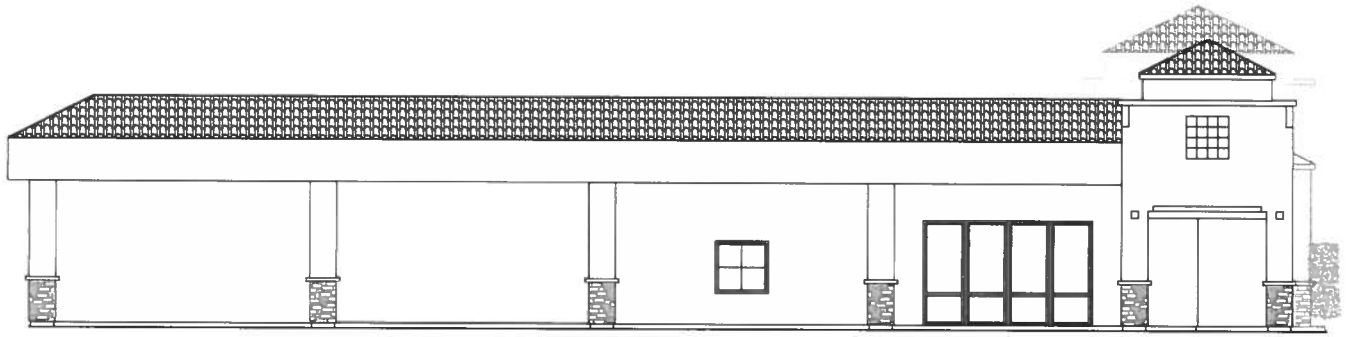


3 EAST SIDE (FRONT) ELEVATION
NTS



2 WEST SIDE (REAR) ELEVATION
NTS



1 SOUTH SIDE ELEVATION
NTS

OWNER/APPLICANT:
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1191 MAGNOLIA AVE. #D383
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951-310-6180 / brandon@goshango.com

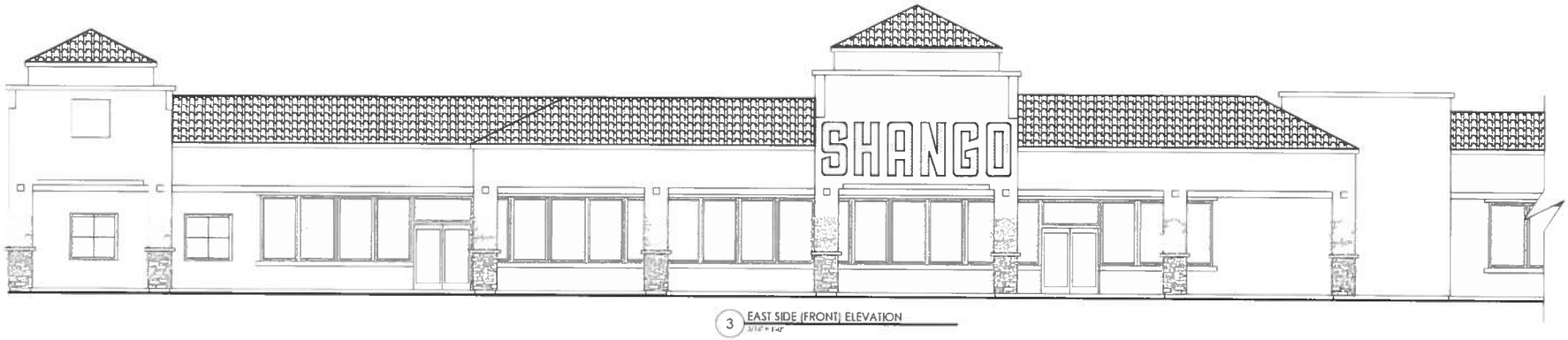
ELEVATIONS

SSCA ENTERPRISES/SMV GROUP
11676 PIGEON PASS ROAD., MORENO VALLEY, CA 92553
PARCEL # 294-030-027

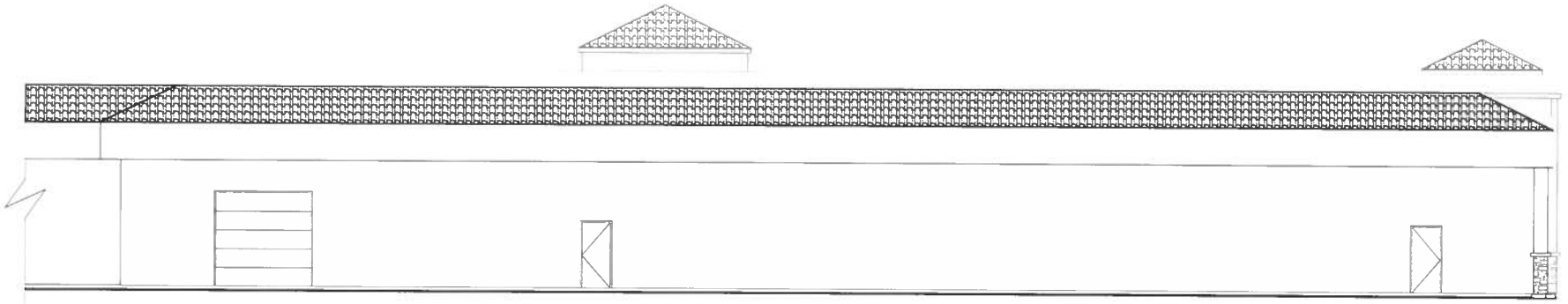
Prepared By:
CFH Designs
Chad Fellner
7380 W. Azure Dr
#104-617
Las Vegas, NV
89130
702-618-3338

SITE PLAN
PEN18-0213
PEN19-0027
Feb. 21, 2019

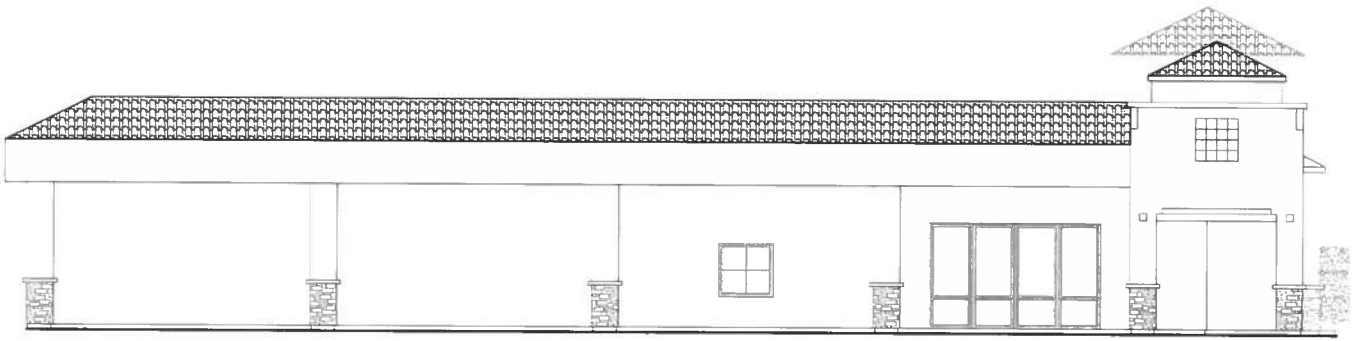
A-3.0



3 EAST SIDE (FRONT) ELEVATION
3/16" = 1'-0"



2 WEST SIDE (REAR) ELEVATION
3/16" = 1'-0"



1 SOUTH SIDE ELEVATION
3/16" = 1'-0"

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ELEVATIONS

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11875 PIGEON PASS ROAD., MORENO VALLEY, CA 92553
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SITE PLAN
PEN18-0213
PEN19-0027
Feb 21, 2019

A-3.0