
PLANNING COMMISSIONERS

ALVIN DEJOHNETTE
Chairperson

MATTHEW CHEN
Vice Chairperson

JEFFREY SIMS
Commissioner



OMAR COBIAN
Commissioner

JOANN STEPHAN
Commissioner

RAY BAKER
Commissioner

VACANT
Commissioner

PLANNING COMMISSION

Regular Meeting

Agenda

Thursday, March 9, 2023 at 6:00 PM
City Hall Council Chamber – 14177 Frederick Street

CALL TO ORDER

ROLL CALL

PLEDGE OF ALLEGIANCE

APPROVAL OF AGENDA

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, members 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.

PUBLIC COMMENTS

CONSENT CALENDAR

All matters listed under Consent Calendar are considered to be routine and non-controversial, and may be enacted by one roll call vote. There will be no discussion of these items unless a member of the Planning Commission requests that an item be removed for separate action

1. Planning Commission Minutes – Regular Meeting – February 23, 2023 6:00 PM

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 the ADA Coordinator, at 951.413.3350 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

No items for discussion.

PUBLIC HEARING ITEMS

1. Case: Tentative Parcel Map 38325 (PEN21-0327)
Master Plot Plan (PEN21-0325)
Plot Plan (PEN21-0326)

Applicant: Compass Danbe Real Estate Partners
Property Owner: CDRE Holdings 21, LLC
Representative: Vicky Valenzuela
Project Site: East side of Old 215 Frontage Road south of Cottonwood Avenue (APN's 263-190-012, 014 through 019 and 036)

Case Planner: Julia Descoteaux, Senior Planner
Council District: 1
Proposed Project: A Tentative Parcel Map 38325 (PEN21-0327) for the subdivision of approximately 7.94 acres of land into two (2) lots, and two Plot Plans (PEN21-0325) and (PEN21-0326) for the development of two (2) approximately 49,815 square foot light industrial buildings with associated improvements in the Business Park (BP) District.

CEQA: Adopt Initial Study/Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program

2. Case: Tentative Parcel Map No. 38395 (PEN22-0051)
Plot Plan (PEN22-0052)
Plot Plan (PEN22-0054)

Applicant: Patriot Partners, Inc.
Property Owner: Olinger Riverside LTD Partnership
Representative: Kevin Rice, Patriot Partners, Inc.
Project Site: Southwest corner of Alessandro Boulevard and Heacock Street (APN: 297-170-090)

Case Planner: Kirt Coury, Contract Planner
Council District: 1
Proposed Project: A Tentative Parcel Map (PEN22-0051), for the subdivision of approximately 3.8 acres of land into two (2) lots, a Plot Plan (PEN22-0052), for a new 36,843 square foot light industrial building, and a Plot Plan (PEN22-0054), a new 32,526 square foot light industrial building.

CEQA: Exempt from California Environmental Quality Act (CEQA) under CEQA Guidelines as a Class 32 Exemption (Section 15332, Infill Development)

OTHER COMMISSION BUSINESS

No items for discussion.

STAFF COMMENTS

PLANNING COMMISSIONER COMMENTS

ADJOURNMENT

Planning Commission Regular Meeting Thursday, March 23 at 6:00 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 – 6:00 PM
February 23, 2023**

CALL TO ORDER

This regular meeting of the Planning Commission of the City of Moreno Valley was called to order at 6:04 p.m., by Chair DeJohnette in the Council Chambers located at 14177 Frederick Street, Moreno Valley, California.

ROLL CALL

Planning Commission:	Alvin DeJohnette	Chairperson	Present
	Matthew Chen	Vice-Chairperson	Present
	JoAnn Stephan	Commissioner	Present
	Omar Cobian	Commissioner	Present
	Jeffrey Sims	Commissioner	Present
	Ray L. Baker	Commissioner	Present

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Commissioner Cobian.

APPROVAL OF AGENDA

RESULT: APPROVED [UNANIMOUS]
MOVER: Ray L. Baker, Commissioner
SECONDER: Matthew Chen, Vice-Chairperson
AYES: Ray L. Baker, Matthew Chen, Alvin DeJohnette, JoAnn Stephan, Omar Cobian, Jeffrey Sims

PUBLIC COMMENTS PROCEDURE

PUBLIC COMMENTS

CONSENT CALENDAR

Planning Commission - Regular Meeting - Jul 28, 2022 7:00 PM

RESULT: APPROVED [5-0-1]
MOVER: Omar Cobian, Commissioner
SECONDER: JoAnn Stephan, Commissioner
AYES: Omar Cobian, JoAnn Stephan, Alvin DeJohnette, Matthew Chen, Jeffrey Sims
ABSTAIN: Ray L. Baker

Minutes Acceptance: Minutes of Feb 23, 2023 6:00 PM (CONSENT CALENDAR)

Planning Commission - Regular Meeting - Sep 22, 2022 7:00 PM

RESULT: APPROVED [4-0-2]
MOVER: Matthew Chen, Vice-Chairperson
SECONDER: Omar Cobian, Commissioner
AYES: Matthew Chen, Omar Cobian, Alvin DeJohnette, JoAnn Stephan
ABSTAIN: Jeffery Sims, Ray L. Baker

Planning Commission - Regular Meeting - Oct 27, 2022 6:00 PM

RESULT: APPROVED [5-0-1]
MOVER: Jeffrey Sims, Commissioner
SECONDER: Matthew Chen, Vice-Chairperson
AYES: Jeffery Sims, Matthew Chen, Alvin DeJohnette, JoAnn Stephan, Omar Cobian
ABSTAIN: Ray L. Baker

Planning Commission - Regular Meeting - Nov 10, 2022 6:00 PM

RESULT: APPROVED [UNANIMOUS]
MOVER: Matthew Chen, Vice-Chairperson
SECONDER: Jeffrey Sims, Commissioner
AYES: Matthew Chen, Jeffrey Sims, Alvin DeJohnette, JoAnn Stephan, Omar Cobian, Ray L. Baker

Planning Commission - Special Meeting - Nov 17, 2022 6:00 PM

RESULT: APPROVED [UNANIMOUS]
MOVER: JoAnn Stephan, Commissioner
SECONDER: Ray L. Baker, Commissioner
AYES: JoAnn Stephan, Ray L. Baker, Alvin DeJohnette, Matthew Chen, Omar Cobian, Jeffrey Sims

Planning Commission - Regular Meeting - Dec 8, 2022 6:00 PM

RESULT: APPROVED [UNANIMOUS]
MOVER: Matthew Chen, Vice-Chairperson
SECONDER: Omar Cobian, Commissioner
AYES: Matthew Chen, Omar Cobian, Alvin DeJohnette, JoAnn Stephan, Jeffrey Sims, Ray L. Baker

Planning Commission - Regular Meeting - Dec 22, 2022 6:00 PM

RESULT: APPROVED [UNANIMOUS]
MOVER: Matthew Chen, Vice-Chairperson
SECONDER: Ray L. Baker, Commissioner
AYES: Matthew Chen, Ray L. Baker, Alvin DeJohnette, JoAnn Stephan, Omar Cobian, Jeffrey Sims

Minutes Acceptance: Minutes of Feb 23, 2023 6:00 PM (CONSENT CALENDAR)

RESULT: APPROVED [UNANIMOUS]
MOVER: Matthew Chen, Vice-Chairperson
SECONDER: Ray L. Baker, Commissioner
AYES: Matthew Chen, Ray L. Baker, Alvin DeJohnette, JoAnn Stephan, Omar Cobian, Jeffrey Sims

NON-PUBLIC HEARING ITEMS

No items for discussion.

PUBLIC HEARING ITEMS

1. PEN21-0099 Amended Conditional Use Permit for a new classroom building, shade structure, and parking.

A. Staff recommends that the Planning Commission take the following actions:

1. **ADOPT** Resolution No. 2023-02, and thereby:

- a) **FINDING** the Amended Conditional Use Permit (PEN21-0099) project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA), as a Class 32 Exemption, under CEQA Guidelines Section 15332, In-Fill Development Projects; and
- b) **APPROVING** Amended Conditional Use Permit (PEN21-0099) based on the Recitals, Evidence contained in the Administrative Records and Findings as set forth in Resolution No. 2023-02.

Public Hearing Opened: 6:20 p.m.

No public speakers

Public Hearing Closed: 6:20 p.m.

RESULT: APPROVED [UNANIMOUS]
MOVER: Ray L. Baker, Commissioner
SECONDER: JoAnn Stephan, Commissioner
AYES: Ray L. Baker, JoAnn Stephan, Alvin DeJohnette, Matthew Chen, Omar Cobian, Jeffrey Sims

OTHER COMMISSION BUSINESS

No items for discussion.

STAFF COMMENTS

Planning Official, Sean Kelleher, made staff introductions of new staff: Catherine Lin, Principal Planner.

PLANNING COMMISSIONER COMMENTS

Commissioner Cobian asked staff to clarify if there was a process in place that monitors the landscape installation and maintenance. Planning Official, Sean Kelleher, confirmed the review process in place which is completed at a staff level. Sean also confirmed that the City has a process to verify the landscape installation and ensure ongoing maintenance.

ADJOURNMENT

There being no further business to come before the Planning Commission, Chairperson DeJohnette adjourned the meeting at 6:34 PM.

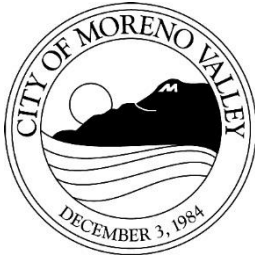
Submitted by:

Approved by:

Rachel Ramirez
Planning Commission Secretary

Alvin DeJohnette
Chairperson

Minutes Acceptance: Minutes of Feb 23, 2023 6:00 PM (CONSENT CALENDAR)



PLANNING COMMISSION

STAFF REPORT

Meeting Date: March 9, 2023

TENTATIVE PARCEL MAP 38325 PEN21-0327, PLOT PLAN PEN21-0325, PLOT PLAN PEN21-0326 FOR THE DEVELOPMENT OF TWO LIGHT INDUSTRIAL BUILDINGS

Case: Tentative Parcel Map 38325 (PEN21-0327)
Master Plot Plan (PEN21-0325)
Plot Plan (PEN21-0326)

Applicant: Compass Danbe Real Estate Partners

Property Owner: CDRE Holdings 21, LLC

Representative: Vicky Valenzuela

Project Site: East side of Old 215 Frontage Road south of Cottonwood Avenue (APN's 263-190-012, 014 through 019 and 036)

Case Planner: Julia Descoteaux, Senior Planner

Council District: 1

Proposed Project: A Tentative Parcel Map 38325 (PEN21-0327) for the subdivision of approximately 7.94 acres of land into two (2) lots, and two Plot Plans (PEN21-0325) and (PEN21-0326) for the development of two (2) approximately 49,815 square foot light industrial buildings with associated improvements in the Business Park (BP) District.

CEQA: Adopt Initial Study/Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program

SUMMARY

CDRE Holdings 21, LLC submitted applications for approval of a Tentative Parcel Map No. 38325 (PEN21-0327) to subdivide approximately 7.94 acres of land into two

parcels, and Plot Plans (PEN21-0325) and (PEN21-0326) for the development of two (2) light industrial buildings each approximately 49,815 square feet in size located on the east side of Old 215 Frontage Road south of Cottonwood Avenue in the Business Park (BP) District (the “Project Site”).

PROJECT DESCRIPTION

The Applicant has submitted a Tentative Parcel Map and two Plot Plans for the proposed development described below.

Tentative Parcel Map

The Applicant is proposing a Tentative Parcel Map 38325 to create two separate parcels for Building 1 and Building 2. Staff has reviewed the proposed Tentative Parcel Map and confirmed that the proposed lots comply with the City’s development standards and Subdivision Map Act. The proposed Tentative Parcel Map also would vacate the public right-of-way for Old 215 Frontage Road, which is no longer needed by the City of Moreno Valley. The vacated public right-of-way segment would be approximately 17 feet wide and runs the entire length of the Project Site’s frontage with Old 215 Frontage Road.

Plot Plans

The Applicant is proposing the construction of two light industrial buildings, each approximately 49,815 square feet in size, with associated parking, landscape improvements, and off-site public improvements.

The current proposal anticipates that both buildings will be constructed in conjunction. However, should one building be delayed, all on-site and off-site improvements shall be constructed with the first building before issuing a certificate of occupancy. Conditions have been included to address the improvements and the maintenance of any unimproved parcel should this situation arise.

Site/Surrounding Area

The Project Site is located on the east side of Old 215 Frontage Road, approximately 500 feet south of Cottonwood Avenue and approximately 620 feet north of Bay Avenue in the Business Park Zoning District.

The surrounding area includes a mix of automotive, retail, and residential land uses and vacant and unimproved land within the Business Park (BP) District to the north, south, and east. Properties to the west are in the City of Riverside and are developed with similar light industrial buildings.

Access/Parking

The Proposed Project will take access from Old 215 Frontage with three driveways servicing the site. On-site parking for both automobiles and trucks meet the Municipal Code requirements.

Design/Landscaping

The proposed light industrial-type building incorporates a contemporary architectural design. Multiple grey, taupe, and white colors provide various dimensions to the building frontage with the use of aluminum, reflective glass, and tile used for accents. Articulated building elements, including parapets with a varied roofline, wall recesses, awnings, and mullions are proposed as decorative elements.

Landscaping is provided along the Proposed Project frontage and perimeter in addition to the required front set back and right-of-way landscaping, including plant, ground covers, street trees, and on-site trees.

REVIEW PROCESS

All appropriate outside agencies have considered the Proposed Project part of the standard review process. The Proposed Project was reviewed by the Project Review Staff Committee as required by the Municipal Code. Following subsequent revisions and reviews by staff, the Proposed Project was determined to be complete.

ENVIRONMENTAL

An Initial Study was prepared by T&B Planning, Inc., in compliance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines. The Initial Study examined the Proposed Project's potential impacts on the environment. The Initial Study/Mitigation Negative Declaration (IS/MND) provides information in support of the finding that a Mitigated Negative Declaration serves as the appropriate CEQA documentation for the Proposed Project in that the Proposed Project, with the implementation of the proposed mitigation measures, will not have a significant effect on the environment. Technical studies prepared in support of the IS/MND include the following: Air Quality Impact Analysis, Health Risk Assessment, MSHCP General Biological Resources Assessment, Phase I Cultural Resources Survey, Energy Analysis, Preliminary Geotechnical and Infiltration Feasibility Investigation, Phase I Environmental Site Assessment Report, Paleontological Assessment, Preliminary Water Quality Management Plan, Preliminary Drainage Analysis, Noise Impact Analysis, Trip Generation Assessment, and Vehicle Miles Traveled (VMT) Assessment. The electronic files for the IS/MND with appendices are attached to this staff report. Anyone wishing to view the documents can also do so at City Hall.

Mitigation Measures are recommended for the Proposed Project in the following areas: Biological Resources, Cultural Tribal Resources, and Geology and Soils. The measures for Tribal resources have been included to address input from the Tribal governments. The measures are intended to ensure that potential resources that might be discovered are protected. However, these measures are not required to address a known significant impact. Based on the Initial Study and the proposed mitigation measures, the Proposed Project will not cause any significant impacts or environmental damage.

The public comment period for the Notice of Availability of the Initial Study/Mitigated Negative Declaration began on February 9, 2023, and ended on March 1, 2023, which

satisfies the required 20-day review period. Comments received regarding the Proposed Project prior to the Planning Commission are included. If they are received after the agenda is posted, they will be provided at the public hearing.

NOTIFICATION

Public notice was sent to all property owners of record within 600 feet of the Project Site. Notice was provided pursuant to Government Code 65905. The public hearing notice for this project was also posted on the Project Site and published in the local Press Enterprise newspaper.

REVIEW AGENCY COMMENTS

Staff has coordinated with outside trustee and responsible agencies where applicable, as is the standard review process with these types of development applications.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission take the following actions:

- A. That the Planning Commission **ADOPT** Resolution No. 2023-04, attached hereto, **AND:**
 - 1. **APPROVING** the Initial Study/Mitigated Negative Declaration prepared for on file with the Community Development Department, incorporated herein by this reference, which was completed in compliance with CEQA and the CEQA Guidelines, and reflects that the Planning Commission reviewed and considered the information contained in the Initial Study/Mitigated Negative Declaration, and exercised its independent judgment and analysis of the Proposed Project's potential environmental impacts; and
 - 2. **ADOPTING** the Mitigation Monitoring and Reporting Program prepared for the Project, which consists of Tentative Parcel Map 38325 (PEN21-0327), Plot Plan (PEN21-0325), and Plot Plan (PEN21-0326), and pursuant to CEQA and the CEQA Guidelines.
- B. That the Planning Commission **ADOPT** Resolution No. 2023-05 attached hereto, **AND**
 - 1. **APPROVING** Tentative Parcel Map 38325 (PEN21-0327), Plot Plan (PEN21-0325), and Plot Plan (PEN21-0326) based on the Recital, Evidence contained in the Administrative Records and Findings as set forth in Resolution No. 2023-05.

Prepared by:
Julia Descoteaux
Associate Planner

Approved by:
Sean P Kelleher
Planning Division Manager

ATTACHMENTS

To view large attachments, please click your “bookmarks”  on the left hand side of this document for the necessary attachment.

1. Resolution No. 2023-04 Initial Study and Mitigated Negative Declaration
2. Exhibit A to Resolution No. 2023-04
3. Technical Appendix A1 - AQ Report
4. Technical Appendix A2 - Health Risk Assessment
5. Technical Appendix B - Bio Report
6. Technical Appendix C - Cultural Report
7. Technical Appendix D - Energy Report
8. Technical Appendix E - Geotechnical Report
9. Technical Appendix F - Paleo Report
10. Technical Appendix G - GHG Report
11. Technical Appendix H - Phase I ESA
12. Technical Appendix I1 - WQMP
13. Technical Appendix I2 - Drainage Report
14. Technical Appendix J1 - Noise Report
15. Technical Appendix J2 - Supplemental Noise Report
16. Technical Appendix K1 - Trip Generation
17. Technical Appendix K2 - VMT Evaluation
18. Technical Appendix K3 - Traffic Analysis
19. Traffic Analysis Appendices
20. Exhibit B to Resolution No. 2023-04
21. Exhibit C to Resolution No. 2023-04
22. Resolution No. 2023-05
23. Project Plans
24. Zoning
25. Notice of Availability Public Comments

RESOLUTION NUMBER 2023-04

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MORENO VALLEY, CALIFORNIA, ADOPTING A MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM FOR TENTATIVE PARCEL MAP 38325 (PEN21-0327), MASTER PLOT PLAN (PEN21-0325), AND PLOT PLAN (PEN21-0326) FOR TWO LIGHT INDUSTRIAL BUILDINGS LOCATED ON THE EAST SIDE OF OLD 215 FRONTAGE ROAD SOUTH OF COTTONWOOD AVENUE (APN'S 263-190-012, 014, THROUGH 019 AND, 036)

WHEREAS, the City of Moreno Valley ("City") is a general law city and a municipal corporation of the State of California, and the lead agency for the preparation and consideration of environmental documents for local projects that are subject to requirements of the California Environmental Quality Act (CEQA) and CEQA Guidelines; and

WHEREAS, Compass Danbe Real Estate Partners (CDRE Holdings 21, LLC.), ("Applicant") has submitted an application for a Tentative Parcel Map 38325 (PEN21-0327), Master Plot Plan (PEN21-0325), and Plot Plan (PEN21-0326) to subdivide the approximately 7.94-acre site into two approximately 3.95 acre lots and develop two light industrial buildings and public improvements ("Proposed Project") located on the east side of Old 215 Frontage Road south of Cottonwood Avenue (APN's 263-190-012, 014 through 019, and 036) ("Project Site"); and

WHEREAS, Planning Division Staff completed an Initial Study (environmental assessment) for the proposed Project and based on the environmental assessment, recommend adoption of a Mitigated Negative Declaration ("MND") and Mitigation Monitoring and Reporting Program ("MMRP") in accordance with Section 6 (Negative Declaration Procedures) of the City's Rules and Procedures for the Implementation of the California Environmental Quality Act (CEQA) and the requirements of CEQA the CEQA Guidelines Sections 15070 – 15075; and

WHEREAS, a Notice of Intent to Adopt an MND was duly noticed and circulated for public review for a period of 20 days commencing on February 9, 2023, through March 1, 2023; and

WHEREAS, in compliance with CEQA and the CEQA Guidelines, a MMRP, which is a program for reporting and monitoring the Proposed Projects' mitigation measures, was prepared for the Proposed Project and circulated with the MND; and

WHEREAS, on March 9, 2023, a hearing was conducted by the Planning Commission to consider the approval of the Proposed Project's MND and the MMRP and approval of the Proposed Project, at which time the Planning Commission considered the Initial Study, MND, and the MMRP, together with any comments received during the public review process and the responses prepared; and

¹ Public Resources Code §§ 21000-21177

¹ 14 California Code of Regulations §§15000-15387

WHEREAS, at the conclusion of the public hearing, in the exercise of its own independent judgment, the Planning Commission determined that the MND and the MMRP prepared for the Proposed Project has reduced the potential impacts of the Proposed Project to levels of insignificance and that there is no substantial evidence supporting a fair argument that the Proposed Project will have a significant effect on the environment in a manner that would otherwise require the preparation and certification of an environmental impact report.

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

Section 1. Recitals and Exhibits

That the foregoing Recitals and attached exhibits are true and correct and are hereby incorporated by this reference.

Section 2. Evidence

That the Planning Commission has considered all the evidence submitted into the Administrative Record for the MND and MMRP, including, but not limited to, the following:

- (a) MND/Initial Study prepared for the proposed Project, attached hereto as Exhibit A;
- (b) Notice of Intent to Adopt a MND/Newspaper Notice, attached hereto as Exhibit B;
- (c) MMRP, attached hereto as Exhibit C;
- (d) Staff Report prepared for the Planning Commission's consideration and all documents, records and references related thereto, and Staff's presentation at the public hearing; and
- (e) Testimony, comments and correspondence from all persons that were provided at, or prior to, the public hearing.

Section 3. Findings

That based on the content of the foregoing Recitals and the Evidence contained in the Administrative Record as set forth above, the Planning Commission makes the following findings:

- (a) That all environmental impact of the Proposed Project, with mitigation measures set forth in the MMRP, have been reduced to levels of insignificance and there is no substantial evidence supporting a fair argument that the Project will have a significant effect on the environment that would otherwise require the preparation and certification of an Environmental Impact Report;
- (b) That the MND and MMRP have been completed in compliance with CEQA and the CEQA Guidelines and are consistent with the City's Rules and Procedures for the Implementation of the California Environmental Quality Act;

- (c) That the MND and MMRP represent the independent judgment and analysis of the Planning Commission and the City as the lead agency for the Proposed Project; and
- (d) That the MND and MMRP are adequate to serve as the required CEQA environmental documentation for the Proposed Project.

Section 4. Adoption

That based on the foregoing Recitals, Evidence contained in the Administrative Record and Findings, as set forth herein, the Planning Commission hereby adopts the Initial Study/MND attached hereto as Exhibit A and the MMRP attached hereto as Exhibit C.

Section 5. Repeal of Conflicting Provisions

That all the provisions as heretofore adopted by the Planning Commission that are in conflict with the provisions of this Resolution are hereby repealed.

Section 6. Severability

That the Planning Commission declares that, should any provision, section, paragraph, sentence or word of this Resolution be rendered or declared invalid by any final court action in a court of competent jurisdiction or by reason of any preemptive legislation, the remaining provisions, sections, paragraphs, sentences or words of this Resolution as hereby adopted shall remain in full force and effect.

Section 7. Effective Date

That this Resolution shall take effect immediately upon the date of adoption.

Section 8. Certification

That the Secretary of the Planning Commission shall certify to the passage of this Resolution.

PASSED AND ADOPTED THIS 9th day of March 2023

CITY OF MORENO VALLEY
PLANNING COMMISSION

Alvin DeJohnette, Chairperson

ATTEST:

Sean P. Kelleher,
Planning Official

APPROVED AS TO FORM:

Steven B. Quintanilla,
Interim City Attorney

Exhibits:

Exhibit A: Mitigated Negative Declaration/Initial Study

Exhibit B: Notice of Intent to Adopt a Mitigated Negative Declaration / Newspaper Notice

Exhibit C: Mitigation Monitoring and Reporting Program

Exhibit A
INITIAL STUDY

Attachment: Exhibit A to Resolution No. 2023-04 [Revision 1] (6149 : Master Plot Plan, a Plot Plan and a Tentative Parcel Map)



CITY OF MORENO VALLEY

MITIGATED NEGATIVE DECLARATION FOR THE COTTONWOOD & EDMONT PROJECT



Master Plot Plan (PEN21-0325)
Plot Plan (PEN21-0326)
Tentative Parcel Map No. 38325 (PEN21-0327)

February 2023

Lead Agency
CITY OF MORENO VALLEY
14177 Frederick Street
Moreno Valley, CA 92552

Prepared By
T&B PLANNING, INC.
3200 El Camino Real, Suite 100
Irvine, CA 92602

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APPENDICES (Separate Documents)

Technical Appendix A1:	<i>Cottonwood & Edgemont Warehouse Air Quality Impact Analysis</i>
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Technical Appendix B:	<i>General Biological Resources Assessment for the Cottonwood and Edgemont Project</i>
Technical Appendix C:	<i>Phase I Cultural Resources Survey for the Cottonwood & Edgemont Project</i>
Technical Appendix D:	<i>Cottonwood & Edgemont Warehouse Energy Analysis</i>
Technical Appendix E:	<i>Preliminary Geotechnical and Infiltration Feasibility Investigation Proposed Industrial Development APNs 263-190-012, -014, -015, -016, -017, -019 and -036</i>
Technical Appendix F:	<i>Paleontological Assessment Cottonwood & Edgemont Project</i>
Technical Appendix G:	<i>Cottonwood & Edgemont Greenhouse Gas Analysis</i>
Technical Appendix H:	<i>Phase I Environmental Site Assessment</i>
Technical Appendix I1:	<i>Preliminary Water Quality Management Plan – Old 215 Frontage Road</i>
Technical Appendix I2:	<i>Preliminary Drainage Analysis for APN 263-190-014-019,036 Old 215/Edgemont Street PEN21-0325/LST22-0007</i>
Technical Appendix J1:	<i>Cottonwood & Edgemont Warehouse Noise Impact Analysis</i>
Technical Appendix J2:	<i>Cottonwood & Edgemont Warehouse Off-Site Improvements Noise Assessment</i>
Technical Appendix K1:	<i>Cottonwood & Edgemont Warehouse Trip Generation Assessment</i>
Technical Appendix K2:	<i>Cottonwood and Edgemont Warehouse Vehicle Miles Traveled (VMT) Evaluation</i>
Technical Appendix K3:	<i>Cottonwood & Edgemont Warehouses (PEN21-0325) Traffic Analysis</i>



MITIGATED NEGATIVE DECLARATION FOR COTTONWOOD & EDGEMONT PROJECT

Project Description:

The Cottonwood & Edgemont Project comprises a proposal for a Master Plot Plan (PEN21-0325), Plot Plan (PEN21-0326), and Tentative Parcel Map No. 38325 (PEN21-0327) to allow for the development of two (2) light industrial buildings with a total combined building floor area of 99,630 square feet (s.f.) on an approximately 7.94-gross-acre property (6.88 net acres). The Project would include cargo loading areas at each building (within an enclosed truck court with loading docks on the eastern sides of the proposed buildings), parking areas, landscaping, signage, and lighting.

Project Location:

The Project Site is located on the east side of Old 215 Frontage Road, approximately 500 feet south of Cottonwood Avenue in the City of Moreno Valley, Riverside County, California (Assessor Parcel Numbers [APNs]: 263-190-012, -014, -015, -016, -017, -018, -019, -036)

Project Proponent:

CDRE Holdings 21 LLC
523 Main Street
El Segundo, CA 90245

Findings:

It is hereby determined that, based on the information contained in the attached Initial Study, the Project would not have a significant adverse effect on the environment.

Mitigation Measures:

No.	Mitigation Measure
MM BR-1	<p>As a condition of approval for all grading permits, vegetation clearing and ground disturbance shall be prohibited during the migratory bird nesting season (February 1 through September 15), unless a migratory bird nesting survey is completed in accordance with the following requirements:</p> <ul style="list-style-type: none"> a. A migratory nesting bird survey of the project's impact footprint shall be conducted by a qualified biologist within (3) days prior to initiating vegetation clearing or ground disturbance. b. A copy of the migratory nesting bird survey results report shall be provided to the City of Moreno Valley Planning Division. If the survey identifies the presence of active nests, then the qualified biologist shall provide the City of Moreno Valley Planning Division with a copy of maps showing the location of all nests and an appropriate buffer zone around each nest sufficient to protect the nest from direct and indirect impact. The size and location of all buffer zones, if required, shall be subject to review and approval by the City of Moreno Valley Planning Division and shall be no less than a 300-foot radius around the nest for non-raptors and a 500-foot radius around the nest for raptors. The nests and buffer zones shall be field checked weekly by a qualified biological monitor. The approved buffer zone shall be marked in the field with construction fencing, within which no vegetation clearing or ground disturbance shall commence until the qualified biologist and City Planning Division verify that the nests are no longer occupied and the juvenile birds can survive independently from the nests.
MM CR-1	<p>Prior to the issuance of a grading permit, the Developer shall retain a professional archaeologist to conduct monitoring of all ground disturbing activities. The Project</p>

Attachment: Exhibit A to Resolution No. 2023-04 [Revision 1] (6149 : Master Plot Plan, a Plot Plan and a Tentative Parcel Map)

No.	Mitigation Measure
	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 contractor and the City, shall develop a CRMP as defined in Mitigation Measure CR-3. The Project Archaeologist 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 archaeological monitor 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.
MM CR-3	<p>The Project Archaeologist, in consultation with the contractor, and the City, shall develop a CRMP in consultation pursuant to the definition in AB52 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 AB 52 tribal consultation process for the Project, has not opted out of the AB52 consultation process, and has completed AB 52 consultation with the City as provided for in Cal Pub Res Code Section 21080.3.2(b)(1) of AB52. Details in the Plan shall include:</p> <ul style="list-style-type: none"> a) Project description and location; b) Project grading and development scheduling; c) Roles and responsibilities of individuals on the Project; d) The pre-grading meeting and Cultural Resources Worker Sensitivity Training details; e) The protocols and stipulations that the contractor, City, Consulting Tribe (s) and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation; f) The type of recordation needed for inadvertent finds and the stipulations of recordation of sacred items; and g) Contact information of relevant individuals for the Project.
MM CR-4	<p>In the event that Native American cultural resources are discovered during the course of ground disturbing activities (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries:</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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-1. 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 Mitigation Measure CR-3 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.
MM CR-5	<p>The City shall verify that the following note is included on the Grading Plan:</p> <p>"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."</p>
MM CR-6	If potential historic or cultural resources are uncovered during excavation or construction activities at the project site that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to Project approval, all ground disturbing

No.	Mitigation Measure
	activities in the affected area within 100 feet of the uncovered resource 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. Further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate mitigation. Work shall be allowed to continue outside of the buffer area and will be monitored by additional archeologist and Tribal Monitors, if needed. 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-3 before any further work commences in the affected area. If the find is determined to be significant and avoidance of the site has not been achieved, a Phase III data recovery plan shall be prepared by the Project Archeologist, in consultation with the Tribe, and shall be submitted to the City for their review and approval prior to implementation of the said plan.
MM CR-7	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).
MM CR-8	It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code 6254 (r)., parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r).
MM CR-9	Prior to final inspection, the developer/permit holder shall prompt the Project Archeologist to submit two (2) copies of the Phase III Data Recovery report (if required for the Project) and the Phase IV Cultural Resources Monitoring Report that complies with the Community Development Department's requirements for such reports. The Phase IV report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Community Development Department shall review the reports to determine adequate mitigation compliance. Provided the reports are adequate, the Community Development Department shall clear this condition. Once the report(s) are determined to be adequate, two (2) copies shall be submitted to the Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy shall be submitted to the Consulting Tribe(s) Cultural Resources Department(s).
MM GEO-1	Prior to the issuance of a grading permit, the Project Applicant shall provide evidence to the City of Moreno Valley that a qualified paleontologist has been retained by the Project Applicant to conduct monitoring of excavation activities and has the authority to halt and redirect earthmoving activities in the event that suspected paleontological resources are unearthed.
MM GEO-2	The paleontological monitor shall conduct full-time monitoring during mass grading, trenching, and excavation operations in undisturbed, very old alluvial fan sediments that occur at depths between 1-5 feet below the existing ground surface on the Project Site. The paleontological monitor shall be equipped to salvage fossils if 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. The paleontological monitor shall be empowered to temporarily halt or divert equipment to allow of removal of abundant and large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined upon exposure and examination by qualified paleontological personnel to have a low potential to contain or yield fossil resources.

No.	Mitigation Measure
MM GEO-3	Recovered specimens shall be properly prepared to a point of identification and permanent preservation, including screen washing sediments to recover small invertebrates and vertebrates, if necessary. Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage, such as the Western Science Museum in Hemet, California, is required for significant discoveries.
MM GEO-4	A final monitoring and mitigation report of findings and significance shall be prepared, including lists of all fossils recovered, if any, and necessary maps and graphics to accurately record the original location of the specimens. The report shall be submitted to the City of Moreno Valley prior to building final.

Attachments:

1. Initial Study
2. Mitigation Monitoring and Reporting Program



INITIAL STUDY (IS) FOR COTTONWOOD & EDGEMONT PROJECT

BACKGROUND INFORMATION AND PROJECT DESCRIPTION:

1. **Project Case Number(s):** Master Plot Plan (PEN21-0325), Plot Plan (PEN21-0326), and Tentative Parcel Map (PEN21-0327)
2. **Project Title:** Cottonwood & Edgemont
3. **Public Comment Period:** February 9, 2023, to March 1, 2023
4. **Lead Agency:** City of Moreno Valley
Julia Descoteaux, Senior Planner
14177 Frederick Street
Moreno Valley, CA 92552
(951) 413-3209
juliad@moval.org
5. **Documents Posted At:**
 - a. City of Moreno Valley Planning Division Counter, 14177 Frederick Street, Moreno Valley, CA 92553
 - b. Moreno Valley Library, 25480 Alessandro Boulevard, Moreno Valley, CA 92553
 - c. City's website: <http://www.moreno-valley.ca.us/cdd/documents/about-projects.html>
6. **Prepared By:** T&B Planning, Inc.
3200 El Camino Real, Suite 100
Irvine, CA, 92602
Contact: David Ornelas
7. **Project Sponsor:**

Applicant/Developer CDRE Holdings 21 LLC 523 Main Street El Segundo, CA 90245	Property Owner CDRE Holdings 21 LLC 523 Main Street El Segundo, CA 90245
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8. **Project Location:** The 7.94-gross-acre Project Site is located in the City of Moreno Valley, Riverside County, California. The Project Site is located on the east side of Old 215 Frontage Road, approximately 500 feet south of Cottonwood Avenue and approximately 620 feet north of Bay Avenue. Refer to Figure 1, *Regional Map*, Figure 2, *Vicinity Map*, and Figure 3, *USGS Topographic Map*. The Project Site is comprised of the following eight (8) Assessor Parcel Numbers (APNs): 263-190-012, -014, -015, -016, -017, -018, -019, -036.
9. **General Plan Designation:** Business Park (BP), which provides areas for manufacturing, research and development, warehousing, and distribution, as well as office and support commercial activities. Refer to Figure 4, *Existing General Plan Land Use Designation*.
10. **Specific Plan Name and Designation:** Not Applicable.

- 11. **Existing Zoning:** Business Park (BP), which provides for light industrial, research and development, office-based firms, and limited supportive commercial uses. Refer to Figure 5, *Existing Zoning*.
- 12. **Surrounding Land Uses and Setting:** See below. Also, refer to Figure 6, *Aerial Photograph* and Figure 7 through Figure 9, *Site Photographs*.

	Land Use	General Plan	Zoning
Project Site	Undeveloped	BP	BP
North	Undeveloped, Drainage Channel, Residential	BP Residential 3 (R3) Commercial	BP Residential 3 (R3) Community Commercial (CC)
South	Vacant, Residential	BP	BP
East	Residential, Church	BP	BP
West ¹	Warehouse Distribution, Business/Office Park	Business/Office Park (B/OP)	Business and Manufacturing (BMP)

1. Properties located west of Old 215 Frontage Road are within the City of Riverside

13. **Description of the Site and Project:**

Environmental Setting

The 7.94-gross-acre Project Site is vacant and contains end-dumped stockpiles of artificial fill soils adjacent to Edgemont Street, Old 215 Frontage Road, and in the central portion of the Project Site. Ornamental landscaping and concrete debris – likely the remnants of former slab foundations – are intermixed with the end dumped piles. The remaining portions of the Project Site consist of sparse weeds and disced soil.

The Project Site is relatively flat, with site elevations ranging from a highpoint of approximately 1,540 feet above mean sea level (amsl) at the southeast corner of the Site to a low point of approximately 1,526 feet amsl in the north portion of the Site. The Project Site generally drains from the south to the north, toward the Edgemont Channel located adjacent to the Site. (CASC, 2021a, p. 1)

The Project Site is underlain by fill material and older alluvial materials. The fill material occurs at depths between 1 and 5 feet and is associated with past development and weed abatement practices at the Site. The fill materials are comprised of silty sand, asphalt grindings, concrete debris, and plastic. The older alluvial material occurs at depths below 5 feet and consists of silty sand with a minor unit of well graded sand with silt. (LOR, 2021, p. 5)

Project Description

The Project provides for the development of the Project Site with two 49,815 sq. ft. light industrial buildings (total of 99,630 s.f.) and related improvements, including paved access and drive aisles, parking, landscaping, lighting, signage, stormwater drainage improvements, and utility connections. The proposed buildings would each include 4,000 s.f. of office space and 9 dock doors; the dock doors are provided on the east side of each building. The site plan for the Project is illustrated in Figure 10, *Project Site Plan*. The individual site plans for Buildings 1 and 2 are illustrated in Figure 11, *Site Plan – Building 1*, and Figure 12, *Site Plan – Building 2*, respectively. Proposed Master Plot Plan (PEN21-0325) and Plot Plan (PEN21-0326) provide the specific development plans for the two proposed buildings, as described on the following pages.

The Project also includes a Tentative Parcel Map (PEN21-0327) to merge the eight (8) existing APNs within the Project Site and create two (2) parcels. Building 1 would be constructed on proposed Parcel 1, which would encompass 3.71 net acres. Building 2

would be constructed on proposed Parcel 2, which would encompass 3.36 acres. The proposed Tentative Parcel Map also would vacate public right-of-way for Old 215 Frontage Road that is no longer needed by the City of Moreno Valley. The vacated public right-of-way segment would be approximately 17 feet wide and would run the entire length of the Project Site's frontage with Old 215 Frontage Road.

Circulation

Vehicular access to the Project would be provided by three (3) proposed driveways along Old 215 Frontage Road. The middle driveway would be accessible to only passenger vehicles and the northernmost and southernmost driveways would be accessible to both passenger vehicles and heavy trucks. All driveways would be restricted to right turn movements when entering/existing the Project Site. Sight distance at each Project driveway would be reviewed by the City at the time of preparation of final grading, landscape, and street improvement plans to ensure that standard California Department of Transportation (Caltrans) and City sight distances are met.

Parking and Loading

The Project provides a total of 104 parking stalls and a total of 26 truck trailer parking stalls. Each building would provide 38 standard parking stalls, one (1) electric vehicle (EV) van parking stall, two (2) Clean Air/Van Pool/EV, 7 future EV parking, one (1) accessible van parking stall, and three (3) standard accessible parking stalls. The auto parking stalls for Building 1 would be provided along the western and southern sides of Building 1 and the auto parking stalls for Building 2 would be provided along the western and northern sides of Building 2. The Project would exceed the City's parking requirements (96 auto parking stalls are required by the City's Planning and Zoning Code). Additionally, Building 1 would provide 17 truck trailer parking stalls and Building 2 would provide 9 truck trailer parking stalls. Bicycle parking spaces (racks) would be provided in conformance with the City's Municipal Code Section 9.11.060(B)(1), which requires bicycle parking spaces be provided at a rate equate to five (5) percent of the total parking spaces. Proposed bicycle parking would be provided adjacent to the office spaces of the proposed buildings, at the southwest corner of Building 1 (1 rack) and northwest corner of Building 2 (1 rack).

Architecture

The Project's architectural design for each proposed building is provided in Figure 14, *Conceptual Architectural Elevations – Building 1* and Figure 15, *Conceptual Architectural Elevations – Building 2*. Each building would have a maximum height of approximately 41 feet (measured from finished floor to the top of the parapets). Both buildings are proposed to be constructed with painted concrete tilt-up panels and low reflective, blue-glazed glass. Articulated building elements, including parapets with a varied roofline, wall recesses, awnings, and mullions are proposed as decorative elements. The exterior color palette for Buildings 1 and 2 are comprised of various neutral, earth-toned colors, including shades of white, beige, gray and dark brown with wood-like tile accents (see Figure 16, *Conceptual Material Board*, Figure 17, *Conceptual Colored Elevations – Building 1*, and Figure 18, *Conceptual Colored Elevations – Building 2*).

Prior to the issuance of building permits to construct the Project, the Project Applicant would be required to submit construction architecture documents/plans to the City for review and approval. The construction document/plans would be required to comply with the City's Building Code, which is based on the California Building Code and is included in Chapter 8.20 of the City's Municipal Code.

Landscaping

Figure 19, *Conceptual Landscape Plan*, depicts the proposed landscape design for the Project. Proposed landscaping would be ornamental in nature and would feature trees,

shrubs, and drought-tolerant accent plants in addition to a variety of groundcovers. Trees and groundcover would be concentrated along the Project Site's frontage with Old 215 Frontage Road and Edgemont Street and along the Project Site's northern and southern boundaries. Landscaping also is massed at driveways, around the buildings, and in and around automobile parking areas.

Prior to the issuance of a building permit to construct the proposed buildings, the Project Applicant would be required to submit final planting and irrigation plans to the City for review and approval. The plans are required to comply with Chapter 9.17 of the Moreno Valley Municipal Code, which establishes requirements for landscape design, automatic irrigation system design, and water-use efficiency.

Project Improvements

Public Roadway Improvements

The Project includes the following public roadway improvements in conjunction with development of the Project Site:

1. The Project Applicant would improve the Old 215 Frontage Road segment that abuts the Project Site to its ultimate full section as a Divided Arterial as follows:
 - a. Construction of a 14-foot-wide vehicle travel lane on the west side of the street;
 - b. Construction of an 18-foot-wide raised center median;
 - c. Construction of a 34-foot-wide travel way (including shoulder) on the east side of the street;
 - d. Construction of curb and gutter on the east side of the street; and
 - e. Construction of a 12-foot-wide parkway that features a curb-adjacent sidewalk and a bioretention swale (the bioretention swale would straddle the property line and be partially located on the Project Site).
2. The Project Applicant would improve the western side of Edgemont Street along the Project Site's frontage to its ultimate half-section width as a Local Street as follows:
 - a. Construction of an 18-foot-wide travel way on the west side of the street;
 - b. Construction of curb and gutter; and
 - c. Construction of a 12-foot-wide parkway that features a curb-adjacent sidewalk and a bioretention swale.

Water Infrastructure

Box Springs Mutual Water Company (BSMWC) would provide water service to the Project Site. As depicted on Figure 20, *Conceptual Utility Plan*, the Project would connect to a water line beneath Old 215 Frontage Road; numerous connection points are proposed for indoor, outdoor (i.e., landscape irrigation), and fire protection (i.e., fire suppression system, fire hydrant) services. Under existing conditions, the water line segment beneath Old 215 Frontage Road is sized at a 4-inch-diameter; however, the segment abutting the Project Site would be increased to a 12-inch-diameter as part of the Project (approximately 900 linear feet [LF]). All proposed water facilities would be designed and constructed in accordance with BSMWC standards.

The Project would include off-site improvements to the existing 8-inch waterline beneath Cottonwood Avenue; approximately 730 LF of the 8-inch waterline would be upsized to 12 inches.

Sanitary Sewer Service

Edgemont Community Services District (ECSD) would provide wastewater conveyance services to the Project Site. As shown on Figure 20, the Project would connect to an existing 15-inch diameter sewer line beneath Old 215 Frontage Road. All proposed wastewater facilities would be designed and constructed in accordance with ECSD standards.

Stormwater Drainage Infrastructure

The Project's stormwater drainage system would capture, treat, and convey flows generated on the Project Site, as well as flows generated within Old 215 Frontage Road and Edgemont Street. The components of the proposed stormwater drainage system are illustrated on Figure 20.

The stormwater drainage system on the Project Site would use a system of ribbon gutters to direct all stormwater flows generated on the Site to an underground detention basin on the east portion of the Project Site (within the truck court for Building 2). The proposed underground basin will direct flows to a proposed sump and pump which would convey flows to a modular wetland system for water quality treatment. After moving through the modular wetland system, treated stormwater runoff flows would discharge to an underground storm drain that would convey flows westerly across the Project Site and northerly off-site to a proposed new connection with the Edgemont Channel. The Project also entails the construction of a new outlet within the Edgemont Channel to receive Project flows. In instances where the underground detention basin reaches capacity, excess flows would bypass the modular wetland system and be routed directly to the Edgemont Channel. The Edgemont Channel is an existing concrete-lined storm drain channel that receives all runoff (as surface sheet flow) from the Project Site under existing conditions.

The Project also provides for the construction of a new public storm drain within the Old 215 Frontage Road segment that abuts the Project Site. The new storm drain is intended to convey storm water runoff generated within Old 215 Frontage Road. A drop inlet would be installed at the southern end of the proposed raised median within Old 215 Frontage Road; this would capture flows carried by the existing center median. The drop inlet would connect to a storm drain pipe that would travel north where it would connect to a new catch basin on the east side of Old 215 Frontage Road (adjacent to the northwest corner of the Project Site) to capture storm water runoff generated on the east side of the street. On the east side of the street, the Project provides for the construction of a bioswale, which would provide water quality treatment for street runoff as flows are conveyed northerly to the aforementioned catch basin. From the new catch basin, all runoff flows would be conveyed easterly and northerly by a new underground storm drain and would discharge to the Edgemont Channel. The Edgemont Channel receives all runoff (as surface sheet flow) from Old 215 under existing conditions.

Lastly, the Project provides for the construction of a new bioswale within the Edgemont Street segment that abuts the Project Site. The bioswale would be located on the west side of the street and provides water quality treatment for collected stormwater flows. The bioswale would connect to the new storm drain that is proposed on the Project Site, which would convey flows across the Site to the Edgemont Channel.

Dry Utilities

Implementation of the Project would result in the installation of conduit for communications cabling along the Project Site's frontage with Old 215 Frontage Road. Additionally, existing wooden power poles along the Project Site's frontage with Old 215 Frontage Road would be removed as part of Project construction and the overhead electric transmission lines suspended on these poles would be undergrounded. The removal of the power poles and

the undergrounding of the transmission lines would be performed in coordination with Moreno Valley Utility.

Construction Characteristics

Earthwork and Grading

Construction activities would occur over the entire Project Site. Construction activities also would occur off-site, within the public rights-of-way for Old 215 Frontage Road and Edgemont Street. The area that would be disturbed by Project construction is illustrated on Figure 21, *Project Physical Impact Footprint*.

The proposed grading plan for the Project Site is illustrated on Figure 22, *Conceptual Grading Plan*. The Project would result in approximately 16,500 cubic yards of cut and 12,400 cubic yards of fill. Based on the expected shrinkage and compaction of on-site soils, earthwork activities are expected to balance, and no import or export of soil materials would be required. Retaining walls are proposed along segments of the northern and southern boundaries of the Project Site.

Construction Activities

Based on the information provided by the Project Applicant, the Project is anticipated to be constructed over a period of approximately 193 workdays (8 months). Site preparation would occur first, followed by mass-grading and installation of underground infrastructure. Next, fine grading would occur, surface materials would be poured, and the proposed buildings would be erected, connected to the underground utility system, and painted. Lastly, landscaping, fencing, screen walls, lighting, signage, and other site improvements would be installed. For purposes of analysis in this IS/MND, construction is assumed to commence in February 2023 and finish in October 2023. The estimated Project construction schedule, organized by general construction stage, is summarized in Table 1, *Estimated Construction Schedule*.

Table 1 Estimated Construction Schedule

Construction Activity	Start Date	End Date	Days
Site Preparation	02/01/2023	02/28/2023	20
Grading	03/01/2023	03/31/2023	23
Building Construction	04/01/2023	09/29/2023	130
Paving	10/02/2023	10/13/2023	10
Architectural Coating	10/14/2023	10/27/2023	10

Source: (Urban Crossroads, 2022c, Table 3-1)

Construction workers would travel to the Project Site by passenger vehicles and materials deliveries would occur by medium- and heavy-duty trucks. Construction equipment is expected to operate on the Project Site up to eight hours per day, six days per week. Even though construction activities are permitted to occur between 7:00 a.m. to 8:00 p.m. on Mondays through Saturdays pursuant to Moreno Valley Municipal Code Section 11.80.030(D)(7), construction equipment is not in continual use and some pieces of equipment are used only periodically throughout a typical day of construction. Thus, eight hours of daily use per piece of equipment is a reasonable assumption. Should construction activities need to occur at night (such as concrete pouring activities which benefit from air temperatures that are lower than daytime temperatures), the Project Applicant would be required to obtain authorization for nighttime work from the City of Moreno Valley as specified in Moreno Valley Municipal Code Section 11.80.030(D)(7).

The makeup of the construction equipment fleet that is expected to be used for the Project, and which is utilized for purposes of analysis in this IS/MND, is summarized in Table 2, *Estimated Construction Equipment Fleet*.

Table 2 Estimated Construction Equipment Fleet

Construction Activity	Equipment	Amount	Hours Per Day
Site Preparation	Skip Loaders	1	8
	Tractors/Loaders/Backhoes	1	8
Grading	Blade	1	8
	Rubber Tired Dozers	1	8
	Scrapers	4	8
	Tractors/Loaders/Backhoes	1	8
Building Construction	Crane	1	8
	Forklifts	3	8
	Tractors/Loaders/Backhoes	2	8
	Welders	1	8
Paving	Blade	1	8
	Paving Equipment	1	8
	Rollers	2	8
	Skip Loaders	1	8
Architectural Coating	Air Compressors	1	8

Source: (Urban Crossroads, 2022c, Table 3-2)

Operational Characteristics

At the time IS/MND was prepared, the future occupant(s) of the Project is unknown. The Project Applicant expects that the proposed buildings would be utilized for warehousing/distribution land uses. The proposed buildings are designed with the potential to utilize up to 10 percent of their floor area for cold storage or refrigerated uses. The Project is expected to be operational 24 hours per day, seven days per week, with exterior loading and parking areas illuminated at night. Lighting would be subject to compliance with Moreno Valley Municipal Code Section 9.08.100, which states that all outdoor lighting associated with nonresidential uses shall be fully shielded and directed away from surrounding residential uses to reduce glare and light trespass and shall not exceed one-quarter foot-candle minimum maintained lighting measured from within five (5) feet of any property line.

The proposed warehouse buildings are designed such that business operations would be conducted within the enclosed building, except for traffic movement, parking, and the loading and unloading of tractor trailers at designated loading bays. As a practical matter, dock doors on industrial buildings are not occupied by a truck at all times of the day. There are typically more dock door positions on industrial buildings than are needed for receiving and shipping volumes. The dock doors that are in use at any given time are usually selected based on interior building operation efficiencies. In other words, trucks ideally dock in the position closest to where the goods to be carried by the truck are inside the building. As a result, many dock door positions are frequently inactive throughout the day. The Project is expected to use outdoor cargo handling equipment (e.g., yard trucks, hostlers, yard goats,

pallet jacks, forklifts) that is only powered by non-diesel engines (e.g., gasoline, natural gas, electric).

During operation, employees, visitors, and vehicles hauling goods will travel to and from the Project Site daily. Pursuant to State law, on-road diesel-fueled trucks that would service the Project are required to comply with various air quality and greenhouse gas emission standards, including but not limited to the type of fuel used, engine model year stipulations, aerodynamic features, and idling time restrictions. Compliance with State law is mandatory and inspections of on-road diesel trucks subject to applicable State laws are conducted by the California Air Resources Board (CARB).

- 14. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?**

The City of Moreno Valley is required to consult with interested California Native American tribes regarding the Project pursuant to Assembly Bill 52 (AB 52). The City contacted California Native American tribes with traditional use areas that encompass or are in the vicinity of the Project Site. The Project did not received requests for consultation from Native American tribes.

- 15. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):**

Riverside County Airport Land Use Commission (Airport Land Use Plan Consistency Determination); Santa Ana Regional Water Quality Control Board (NPDES Permit), Riverside County Flood Control and Water Conservation District (drainage infrastructure design); Box Springs Mutual Water Company (domestic water system design/connections); and Edgemont Community Services District (sewer system design/connections).

- 16. Other Technical Studies Referenced in this Initial Study (Incorporated into this Initial Study by Reference and Provided as Appendices to this Initial Study):**

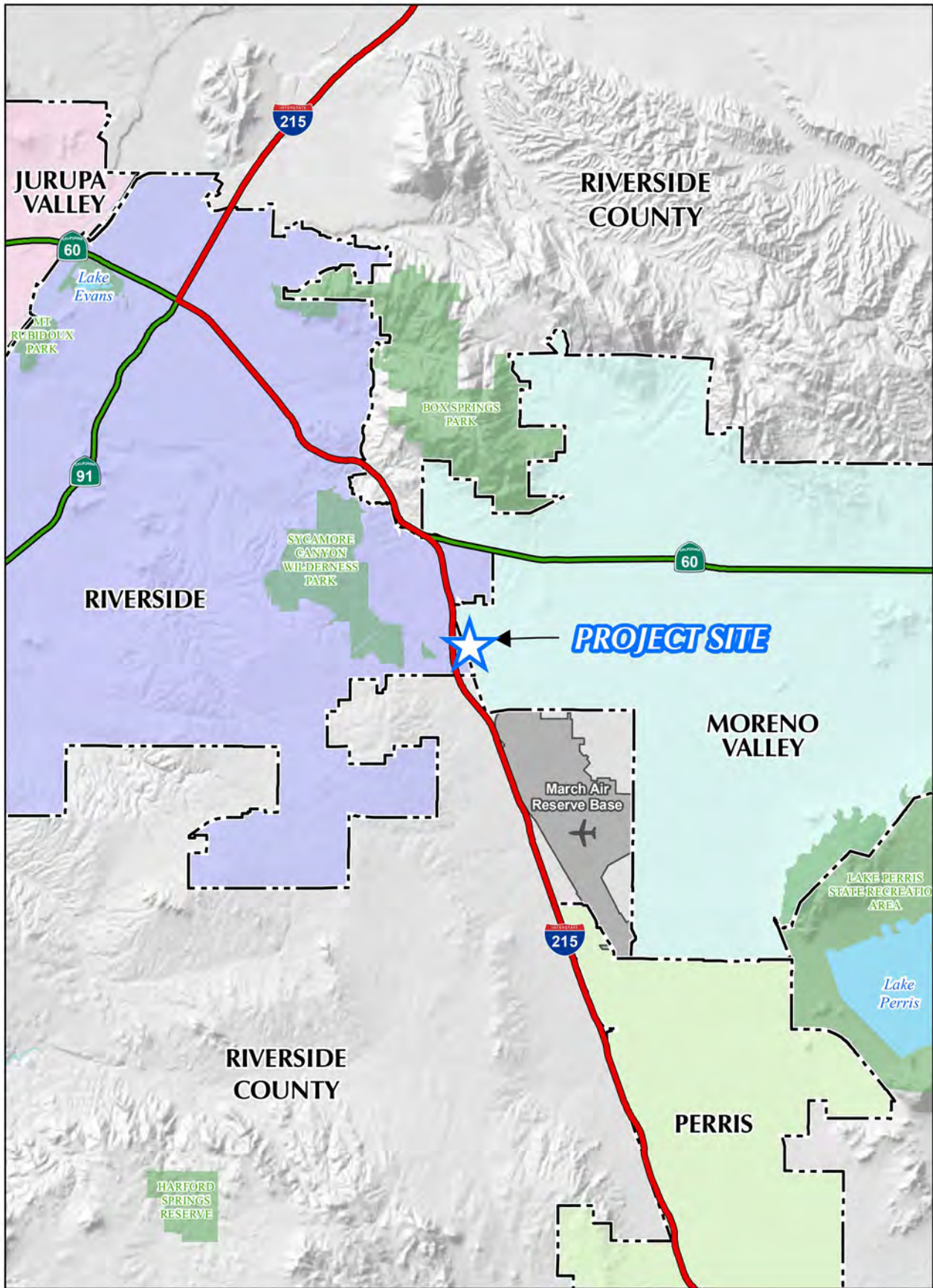
Technical Appendix A1:	<i>Cottonwood & Edgemont Warehouse Air Quality Impact Analysis</i>
Technical Appendix A2:	<i>Cottonwood & Edgemont Warehouse Health Risk Assessment</i>
Technical Appendix B:	<i>General Biological Resources Assessment for the Cottonwood and Edgemont Project</i>
Technical Appendix C:	<i>Phase I Cultural Resources Survey for the Cottonwood & Edgemont Project</i>
Technical Appendix D:	<i>Cottonwood & Edgemont Warehouse Energy Analysis</i>
Technical Appendix E:	<i>Preliminary Geotechnical and Infiltration Feasibility Investigation Proposed Industrial Development APNs 263-190-012, -014, -015, -016, -017, -019 and -036</i>
Technical Appendix F:	<i>Paleontological Assessment Cottonwood & Edgemont Project</i>
Technical Appendix G:	<i>Cottonwood & Edgemont Greenhouse Gas Analysis</i>
Technical Appendix H:	<i>Phase I Environmental Site Assessment</i>
Technical Appendix I1:	<i>Preliminary Water Quality Management Plan – Old 215 Frontage Road</i>

- Technical Appendix I2: *Preliminary Drainage Analysis for APN 263-190-014-019,036 Old 215/Edgemont Street PEN21-0325/LST22-0007*
- Technical Appendix J1: *Cottonwood & Edgemont Warehouse Noise Impact Analysis*
- Technical Appendix J2: *Cottonwood & Edgemont Warehouse Off-Site Improvements Noise Assessment*
- Technical Appendix K1: *Cottonwood & Edgemont Warehouse Trip Generation Assessment*
- Technical Appendix K2: *Cottonwood and Edgemont Warehouse Vehicle Miles Traveled (VMT) Evaluation*
- Technical Appendix K3: *Cottonwood & Edgemont Warehouses (PEN21-0325) Traffic Analysis*

17. Acronyms:

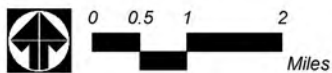
ADA -	American with Disabilities Act
ALUC -	Airport Land Use Commission
ALUCP -	Airport Land Use Compatibility Plan
AQMP -	Air Quality Management Plan
CEQA -	California Environmental Quality Act
CIWMD -	California Integrated Waste Management District
CMP -	Congestion Management Plan
DTSC -	Department of Toxic Substance Control
DWR -	Department of Water Resources
EIR -	Environmental Impact Report
EMWD -	Eastern Municipal Water District
EOP -	Emergency Operations Plan
FEMA -	Federal Emergency Management Agency
FMMP -	Farmland Mapping and Monitoring Program
GIS -	Geographic Information System
GHG -	Greenhouse Gas
GP -	General Plan
HCM	Highway Capacity Manual
HOA -	Home Owners' Association
IS -	Initial Study
LHMP -	Local Hazard Mitigation Plan
LOS -	Level of Service
LST -	Localized Significance Threshold
MARB -	March Air Reserve Base
MARB/IPA-	March Air Reserve Base/Inland Port Airport
MSHCP -	Multiple Species Habitat Conservation Plan
MVFP -	Moreno Valley Fire Department
MVPD -	Moreno Valley Police Department
MVUSD -	Moreno Valley Unified School District
MWD -	Metropolitan Water District
NCCP -	Natural Communities Conservation Plan
NPDES -	National Pollutant Discharge Elimination System
OEM -	Office of Emergency Services
OPR -	Office of Planning & Research, State
PEIR -	Program Environmental Impact Report
PW -	Public Works
RCEH -	Riverside County Environmental Health
RCFCWCD -	Riverside County Flood Control & Water Conservation District
RCP -	Regional Comprehensive Plan

RCTC -	Riverside County Transportation Commission
RCWMD -	Riverside County Waste Management District
RTA -	Riverside Transit Agency
RTIP -	Regional Transportation Improvement Plan
RTP -	Regional Transportation Plan
SAWPA -	Santa Ana Watershed Project Authority
SCAG -	Southern California Association of Governments
SCAQMD -	South Coast Air Quality Management District
SCE -	Southern California Edison
SCH -	State Clearinghouse
SKRHCP -	Stephens' Kangaroo Rat Habitat Conservation Plan
SWPPP -	Storm Water Pollution Prevention Plan
SWRCB -	State Water Resources Control Board
USFWS -	United States Fish and Wildlife
USGS -	United States Geologic Survey
VMT -	Vehicle Miles Traveled
VVUSD -	Valley Verde Unified School District
WQMP -	Water Quality Management Plan
WRCOG -	Western Riverside Council of Government

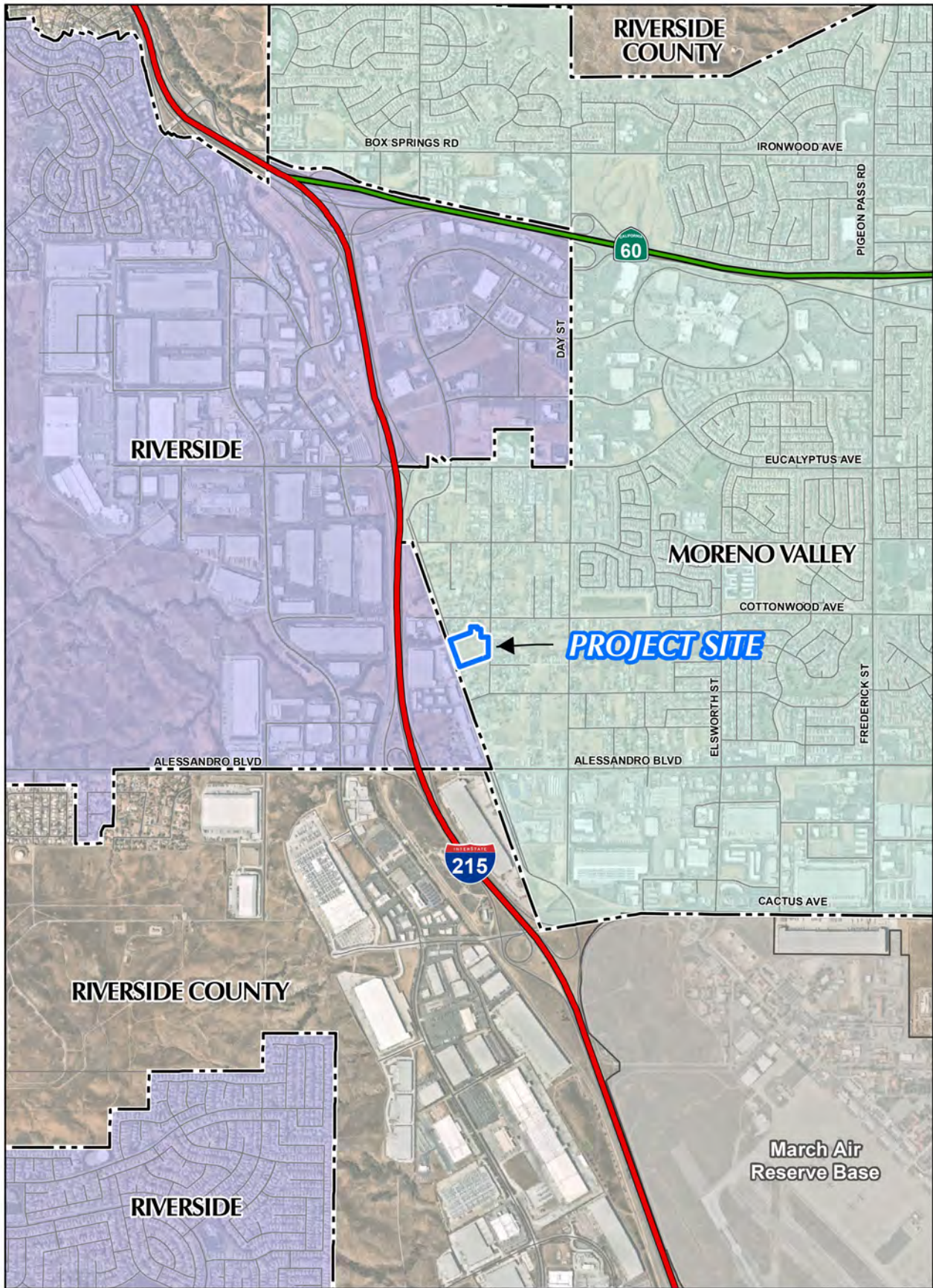


Source(s): ESRI, RCTLMA (2022)

Figure 1

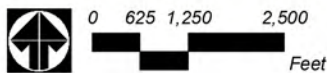


Regional Map

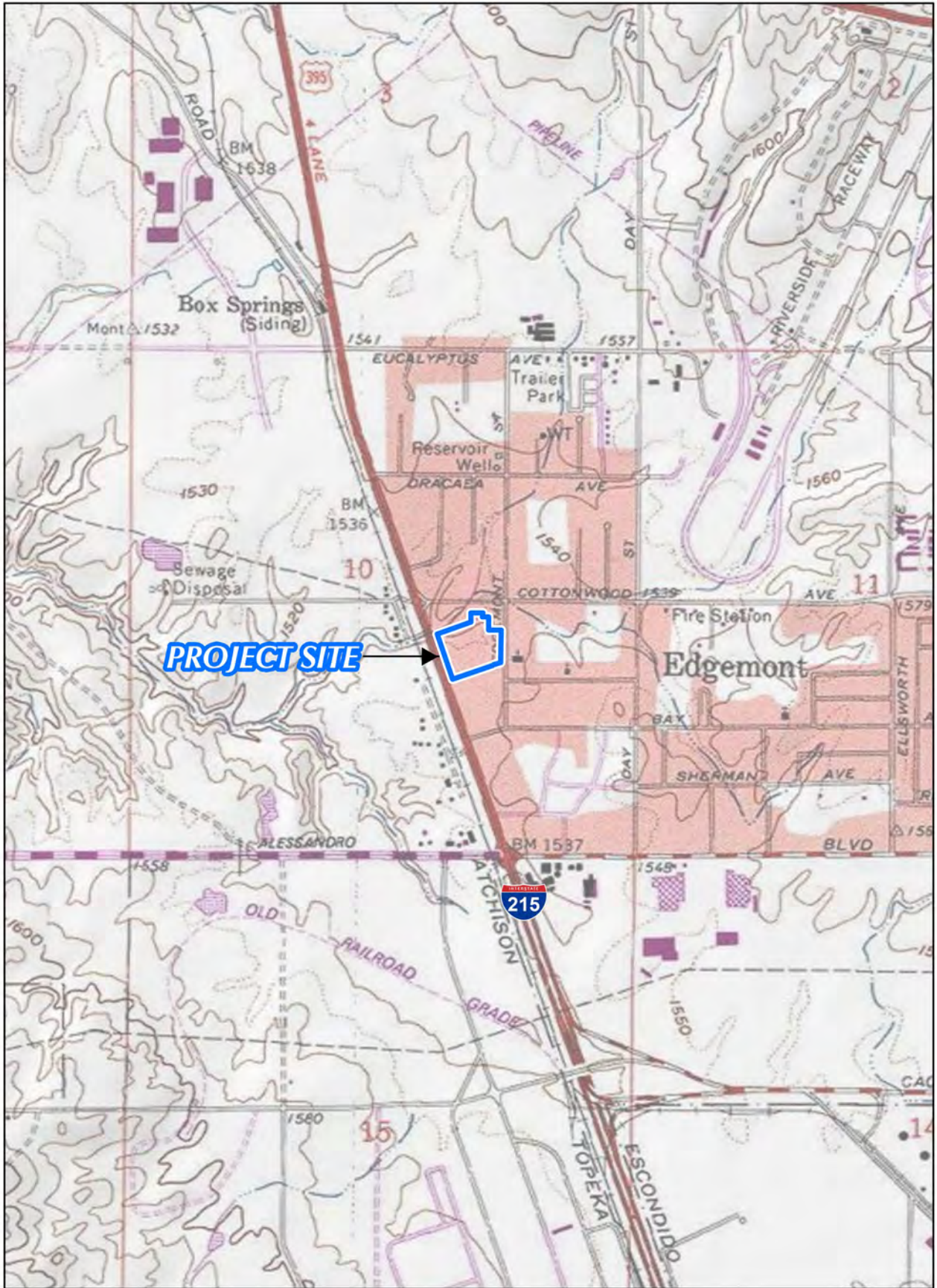


Source(s): ESRI, Nearmap Imagery (2022), RCLMA (2022)

Figure 2



Vicinity Map

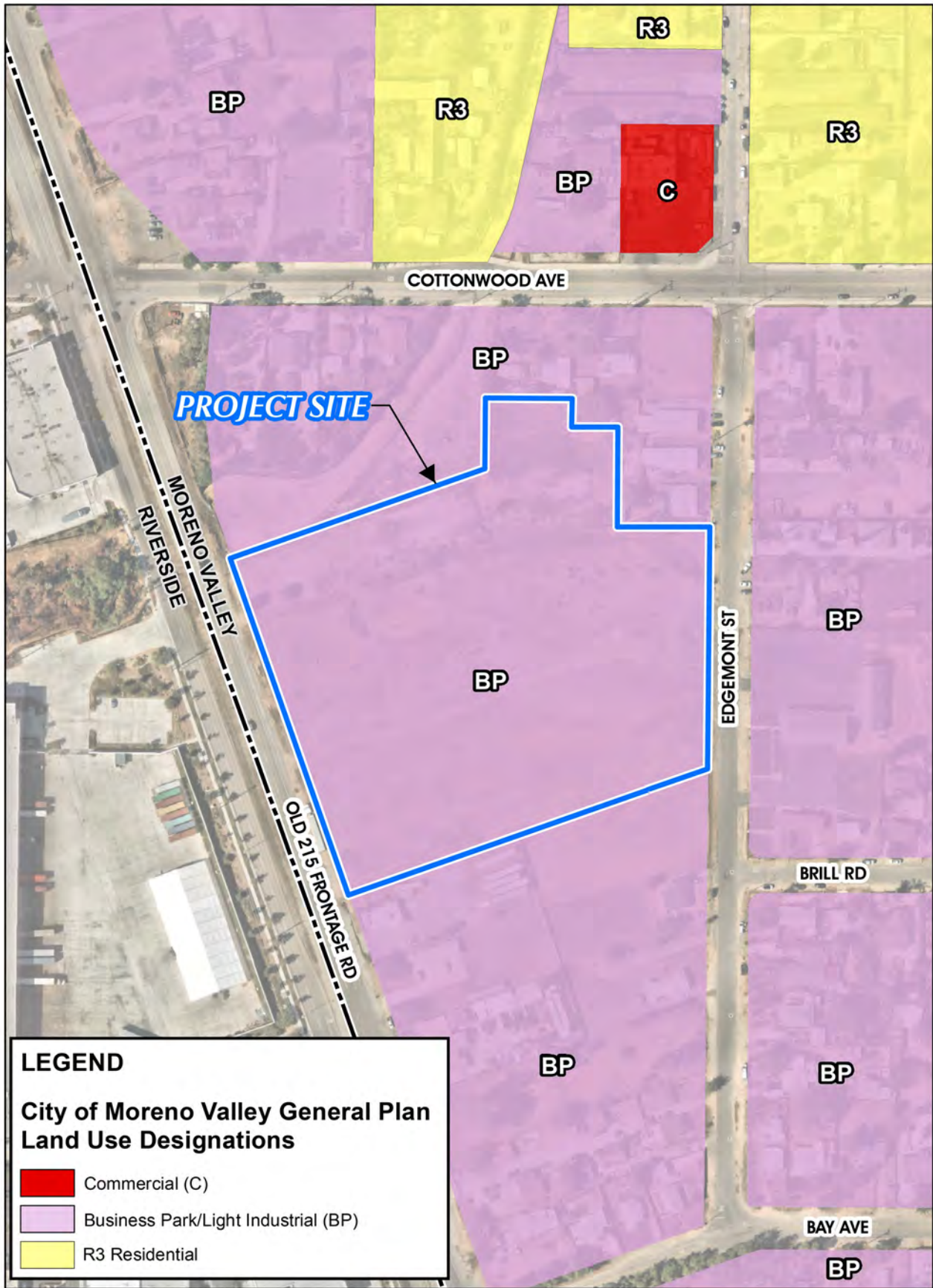


Source(s): USGS (2013)

Figure 3

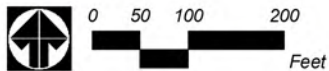


USGS Topographic Map



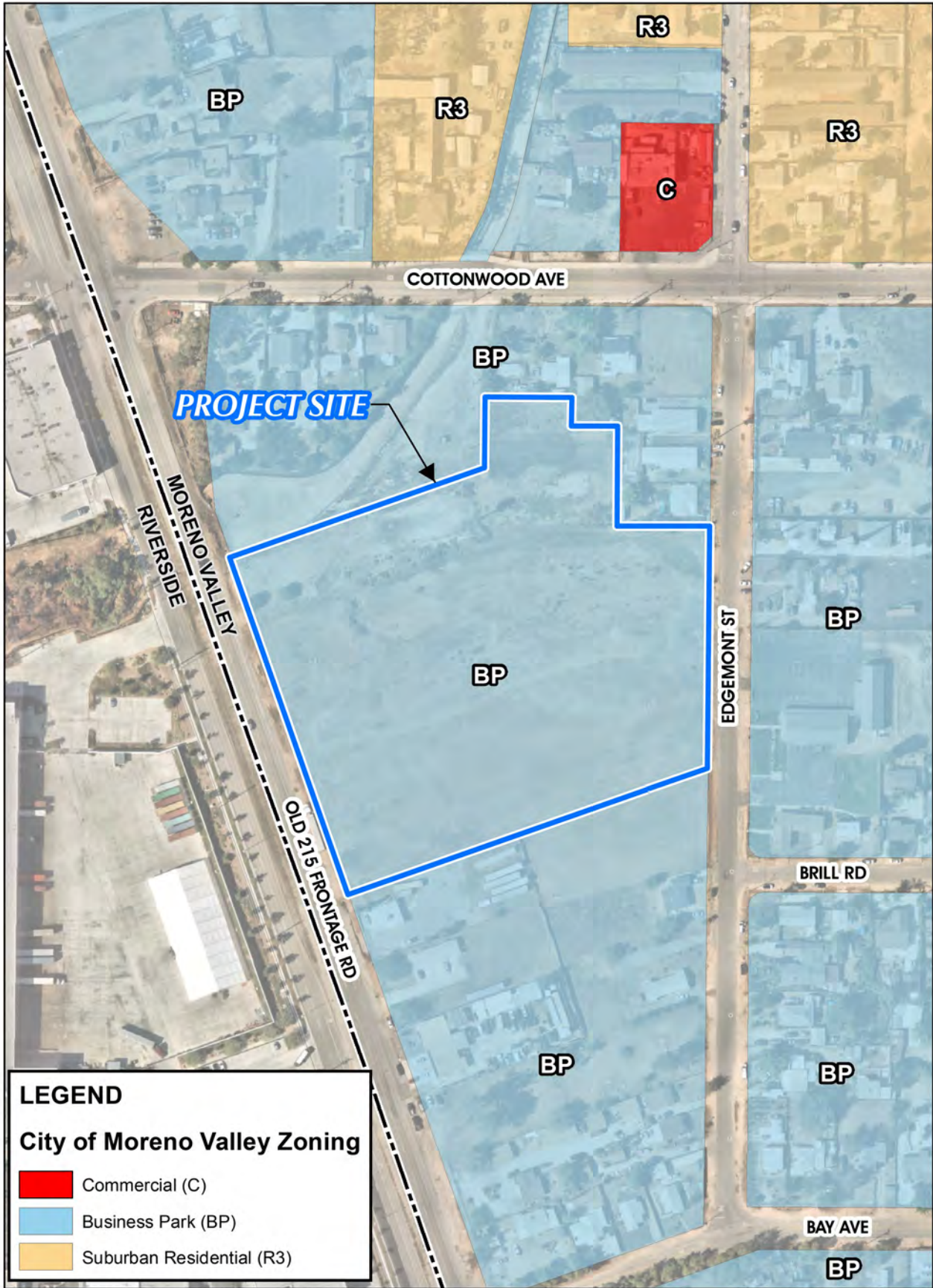
Source(s): City of Moreno Valley (2020), ESRI, Nearmap Imagery (2022), RCTLMA (2022)

Figure 4



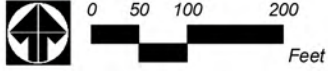
Existing General Plan Land Use

Attachment: Exhibit A to Resolution No. 2023-04 [Revision 1] (6149 : Master Plot Plan, a Plot Plan and a Tentative Parcel Map)



Source(s): City of Moreno Valley (2021), ESRI, Nearmap Imagery (2022), RCTLMA (2022)

Figure 5



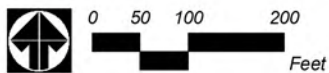
Existing Zoning

Attachment: Exhibit A to Resolution No. 2023-04 [Revision 1] (6149 : Master Plot Plan, a Plot Plan and a Tentative Parcel Map)

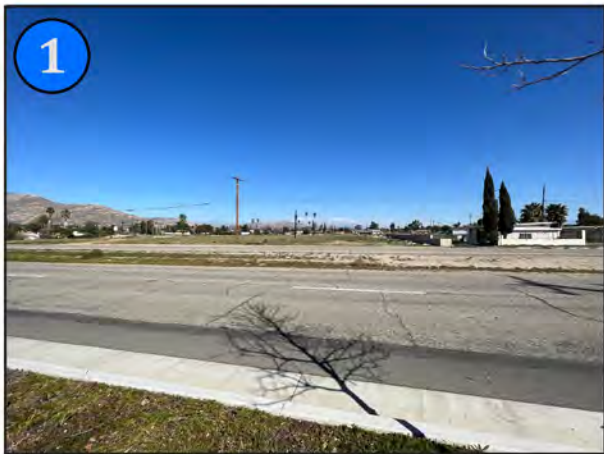


Source(s): ESRI, Nearmap Imagery (2022), RCTLMA (2022)

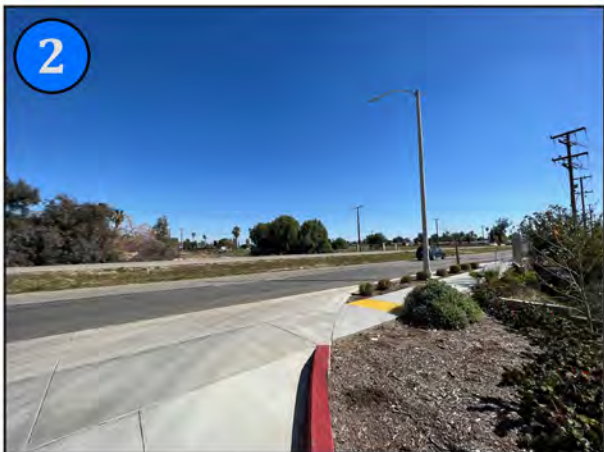
Figure 6



Aerial Photograph



View 1: Southwest of the Project Site along Old 215 Frontage Rd. looking east.



View 2: Northwest of the Project Site along Old 215 Frontage Rd. looking southeast.



Figure 7

Not to Scale

Sit Photos - Views from the West



View 3: North of the Project Site along Cottonwood Ave. looking south.



View 4: North of the Project Site along Cottonwood Ave. looking south.



Figure 8

Not to Scale

Site Photos - Views from the North



View 5: Northeast of the Project Site along Edgemont St. looking southwest.



View 6: East of the Project Site along Edgemont St. looking west.



View 7: Southeast of the Project Site along Edgemont St. looking northwest.

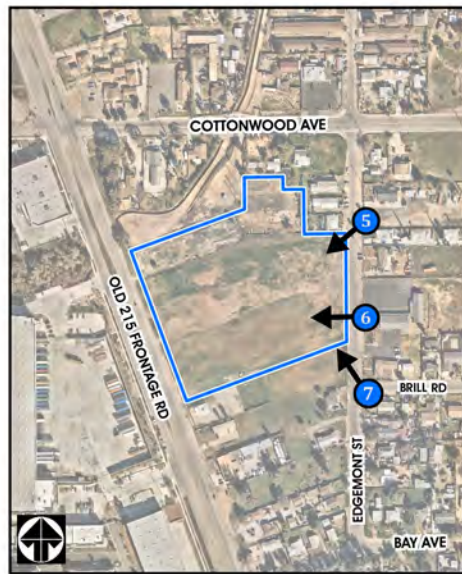
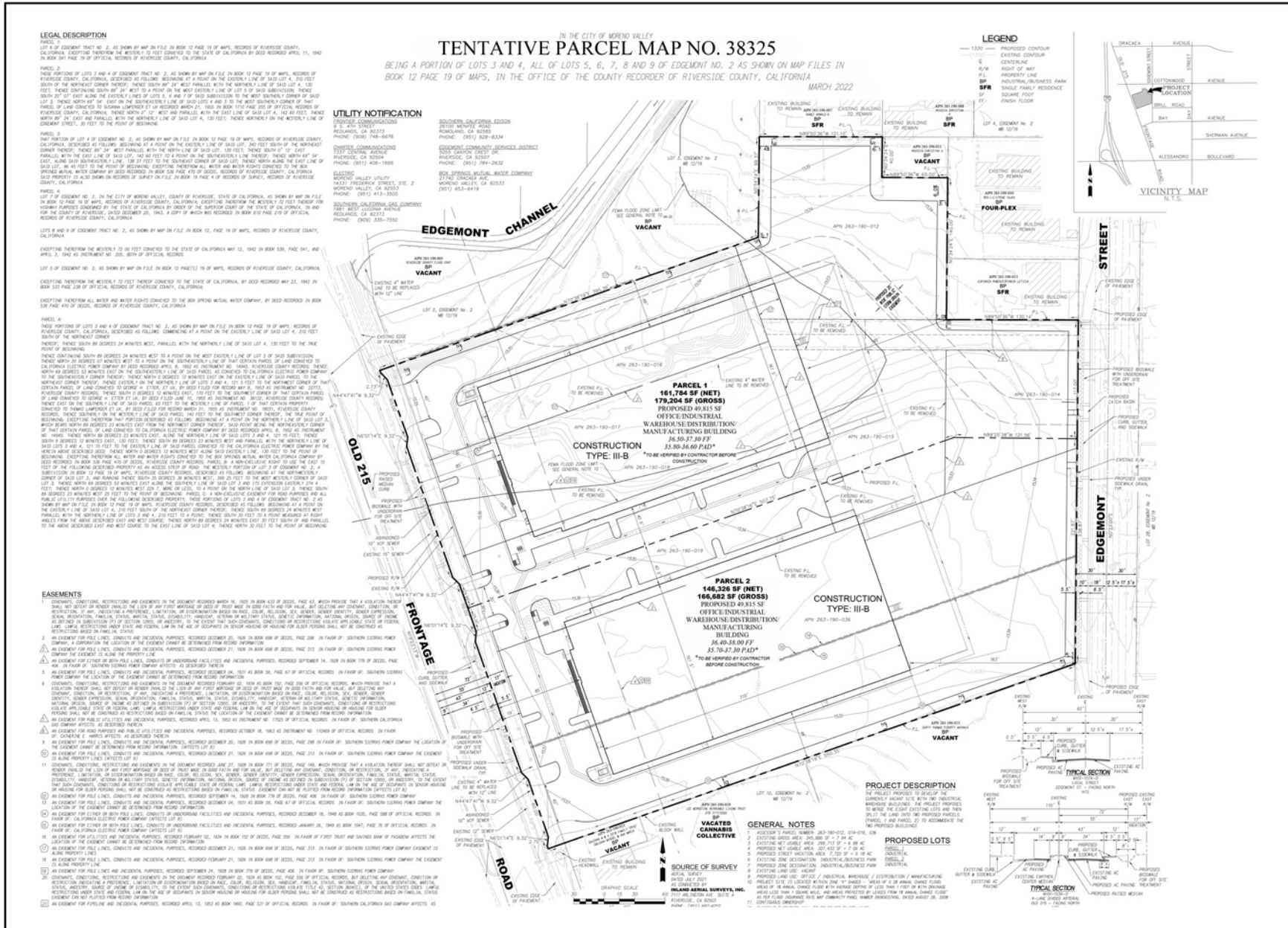
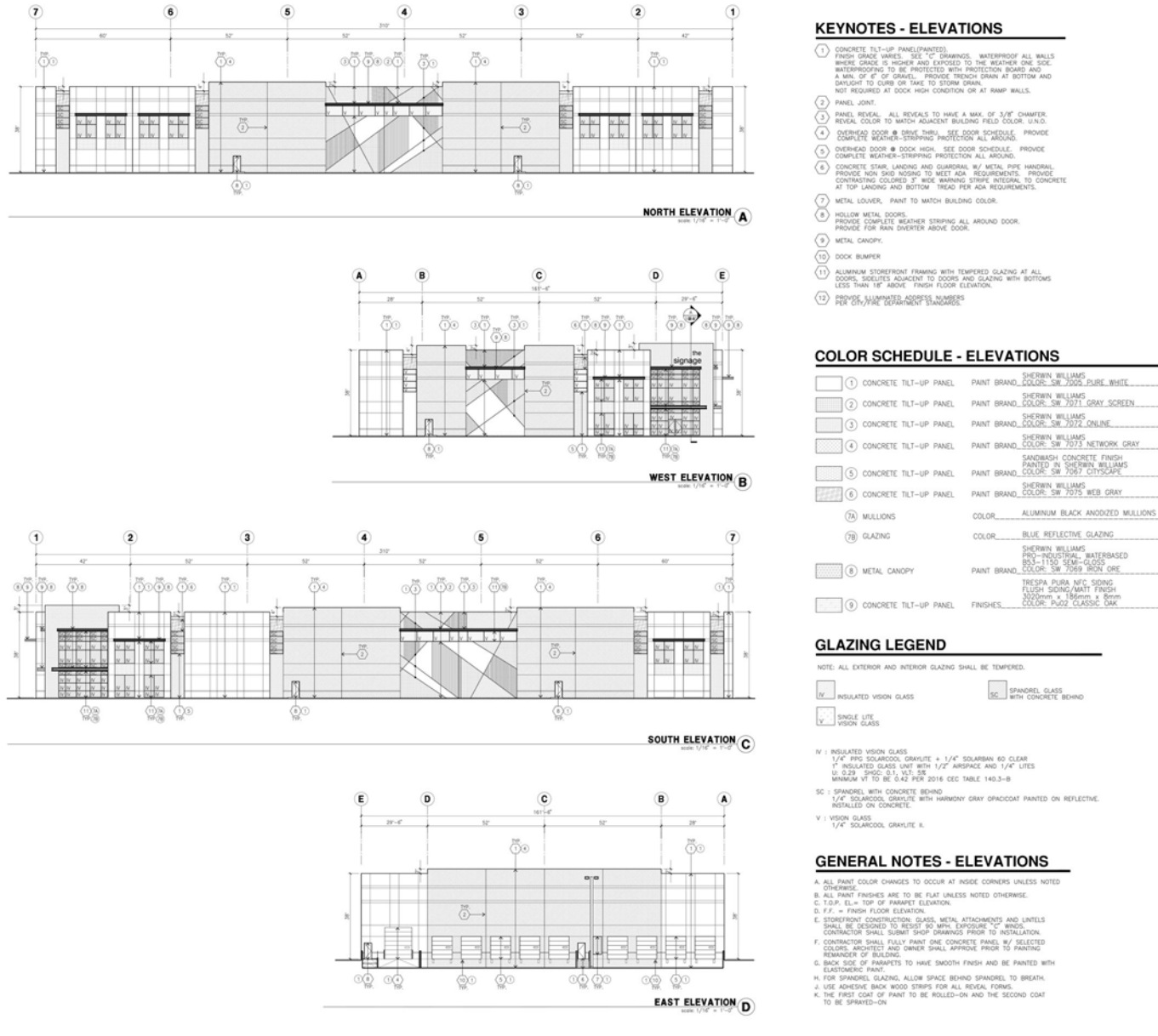


Figure 9

Not to Scale

Site Photos - Views from the East



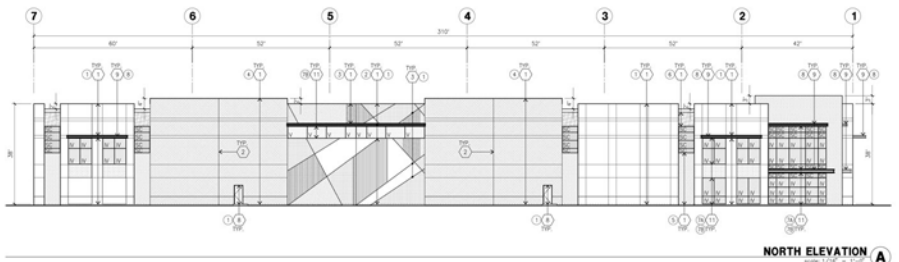


Source(s): HPA (03-18-2022)

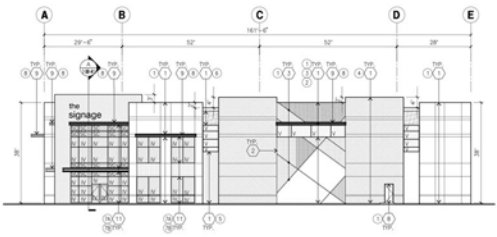
Figure 14

Not to Scale

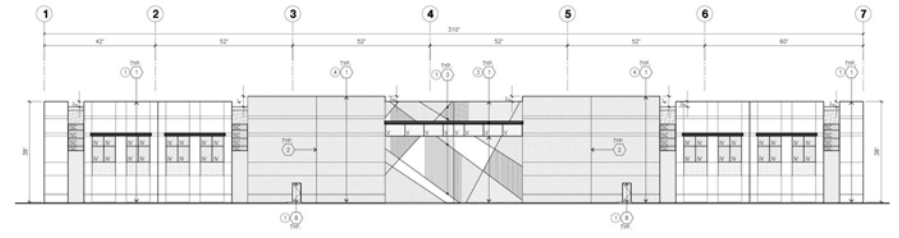
Conceptual Architectural Elevations - Building 1



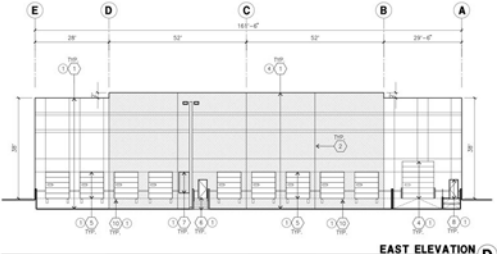
NORTH ELEVATION
Scale: 1/4" = 1'-0"



WEST ELEVATION
Scale: 1/4" = 1'-0"



SOUTH ELEVATION
Scale: 1/4" = 1'-0"



EAST ELEVATION
Scale: 1/4" = 1'-0"

KEYNOTES - ELEVATIONS

- 1 CONCRETE TILT-UP PANEL (PAINTED). FRESH GRADE WARES. SEE "C" DRAWINGS. WATERPROOF ALL WALLS WHERE GRADE IS HIGHER AND EXPOSED TO THE WEATHER ONE SIDE. WATERPROOFING TO BE PROTECTED WITH PROTECTION BOARD AND A MIN. OF 6" OF GRAVEL. PROVIDE TRENCH DRAIN AT BOTTOM AND DRAINAGE TO CURB OR TAKE TO STORM DRAIN NOT REQUIRED AT DOCK HIGH CONDITION OR AT RAMP WALLS.
- 2 PANEL JOINT.
- 3 PANEL REVEAL. ALL REVEALS TO HAVE A MAX. OF 3/16" CHAMFER. REVEAL COLOR TO MATCH ADJACENT BUILDING FIELD COLOR. U.N.O.
- 4 OVERHEAD DOOR @ DRIVE THRU. SEE DOOR SCHEDULE. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
- 5 OVERHEAD DOOR @ DOCK HIGH. SEE DOOR SCHEDULE. PROVIDE COMPLETE WEATHER-STRIPPING PROTECTION ALL AROUND.
- 6 CONCRETE STAIR LANDING AND GUARDRAIL BY METAL PIPE HANDRAIL. PROVIDE NON-SKID NOSING TO MEET ADA REQUIREMENTS. PROVIDE CONTRASTING COLORED 5" WIDE WARNING STRIPE INTEGRAL TO CONCRETE AT TOP LANDING AND BOTTOM TREAD PER ADA REQUIREMENTS.
- 7 METAL LOUVER. PAINT TO MATCH BUILDING COLOR.
- 8 HOLLOW METAL DOORS. PROVIDE COMPLETE WEATHER STRIPING ALL AROUND DOOR. PROVIDE FOR RAIN DIVERTER ABOVE DOOR.
- 9 METAL CANOPY.
- 10 DOCK BUMPER
- 11 ALUMINUM STOREFRONT FRAMING WITH TEMPERED GLAZING AT ALL DOORS. SECURETS ADJACENT TO DOCKING AND GLAZING WITH BOTTOMS LESS THAN 18" ABOVE FINISH FLOOR ELEVATION.
- 12 PROVIDE ALUMINATED ADDRESS NUMBERS PER CITY/TYPE DEPARTMENT STANDARDS.

COLOR SCHEDULE - ELEVATIONS

1	CONCRETE TILT-UP PANEL	PAINT BRAND: SHERWIN WILLIAMS COLOR: SW 7000 PURE WHITE
2	CONCRETE TILT-UP PANEL	PAINT BRAND: SHERWIN WILLIAMS COLOR: SW 7071 GRAY SCREEN
3	CONCRETE TILT-UP PANEL	PAINT BRAND: SHERWIN WILLIAMS COLOR: SW 7072 ONLINE
4	CONCRETE TILT-UP PANEL	PAINT BRAND: SHERWIN WILLIAMS COLOR: SW 7073 NETWORK GRAY
5	CONCRETE TILT-UP PANEL	SANDWASH CONCRETE FINISH PAINTED IN SHERWIN WILLIAMS COLOR: SW 7067 CITYSCAPE
6	CONCRETE TILT-UP PANEL	PAINT BRAND: SHERWIN WILLIAMS COLOR: SW 7075 WEB GRAY
7A	MULLIONS	COLOR: ALUMINUM BLACK ANODIZED MULLIONS
7B	GLAZING	COLOR: BLUE REFLECTIVE GLAZING
8	METAL CANOPY	PAINT BRAND: SHERWIN WILLIAMS PRO-INDUSTRIAL WATERBASED BS-1150 SEEP-GLOSS COLOR: SW 7069 IRON ORE
9	CONCRETE TILT-UP PANEL	FINISHES: TRESPA PURA N/C - SILING FLUSH SILING/MATT FINISH 3000mm x 150mm x 8mm COLOR: PU02 CLASSIC OAK

GLAZING LEGEND

NOTE: ALL EXTERIOR AND INTERIOR GLAZING SHALL BE TEMPERED.

- IV INSULATED VISION GLASS
- SC SPANDREL GLASS WITH CONCRETE BEHIND
- V SINGLE LITE VISION GLASS

- IV : INSULATED VISION GLASS
1/4" PPG SOLARCOOL GRAYLITE + 1/4" SOLARBAN 60 CLEAR
1" INSULATED GLASS UNIT WITH 1/2" AIRSPACE AND 1/4" LITES
U: 0.29 SHGC: 0.1 VLT: 55
MINIMUM VT TO BE 0.42 PER 2016 CEC TABLE 140.3-B
- SC : SPANDREL WITH CONCRETE BEHIND
1/4" SOLARCOOL GRAYLITE WITH HARMONY GRAY OPACI-COAT PAINTED ON REFLECTIVE INSTALLED ON CONCRETE.
- V : VISION GLASS
1/4" SOLARCOOL GRAYLITE x.

GENERAL NOTES - ELEVATIONS

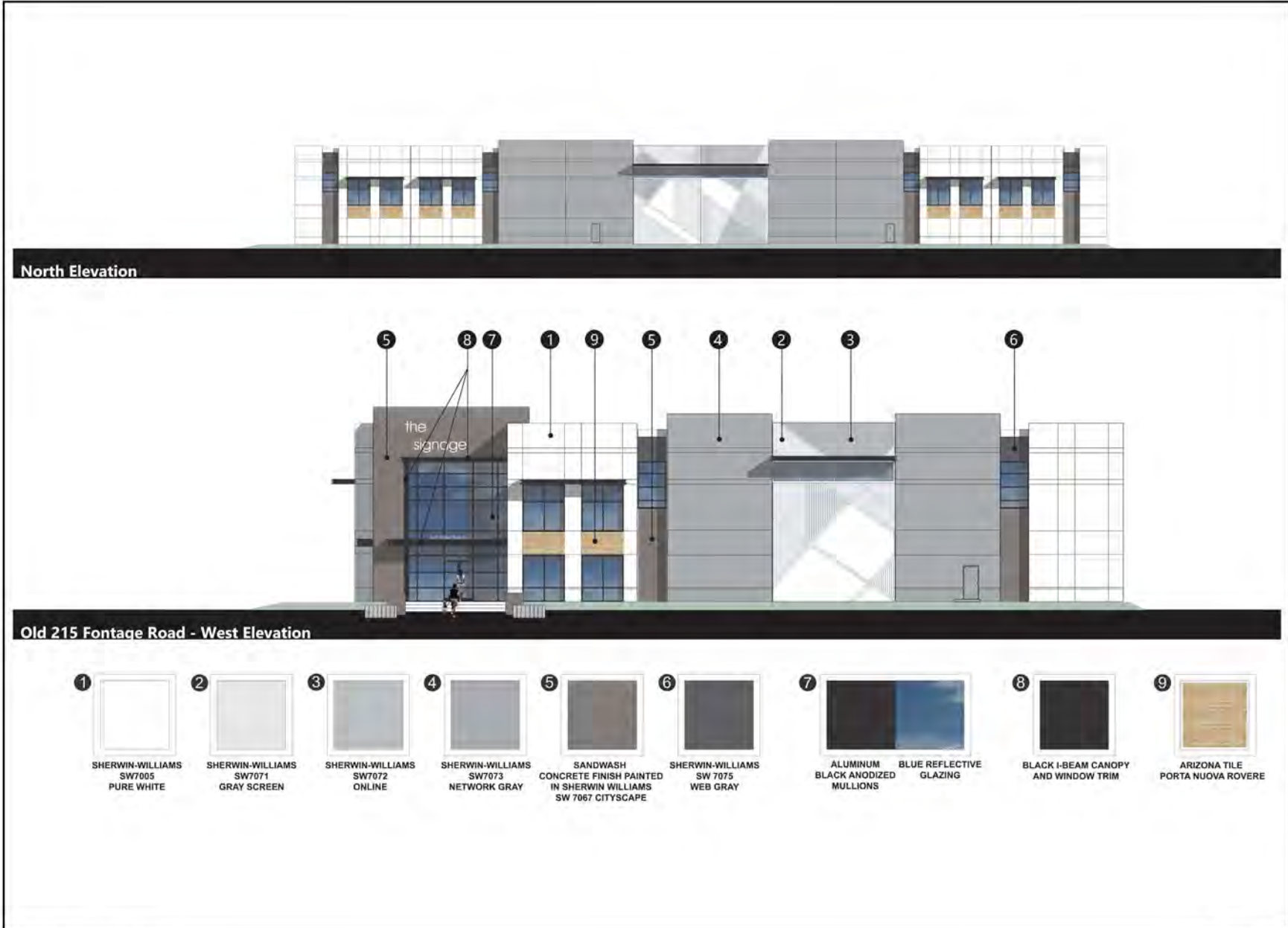
- A. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
- B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
- C. T.O.P. = TOP OF PARAPET ELEVATION.
- D. F.F. = FINISH FLOOR ELEVATION.
- E. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST 90 MPH EXPOSURE "C" WIND. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION.
- F. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL BY SELECTED COLOR. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.
- G. BACK SIDE OF PARAPETS TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELASTOMERIC PAINT.
- H. FOR SPANDREL GLAZING, ALLOW SPACE BEHIND SPANDREL TO BREATHE.
- J. USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL FORMS.
- K. THE FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED-ON.

Source(s): HPA (03-18-2022)

Figure 15

Not to Scale

Conceptual Architectural Elevations - Building 2



Source(s): HPA (03-18-2022)

Figure 16

Not to Scale

Conceptual Material Board



North Elevation



Old 215 Frontage Road - West Elevation



South Elevation



East Elevation

Source(s): HPA (03-18-2022)

Figure 17

Not to Scale

Conceptual Colored Elevations - Building 1



Source(s): HPA (03-18-2022)

Figure 18

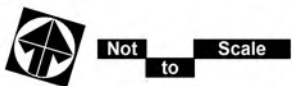
Not to Scale

Conceptual Colored Elevations - Building 2

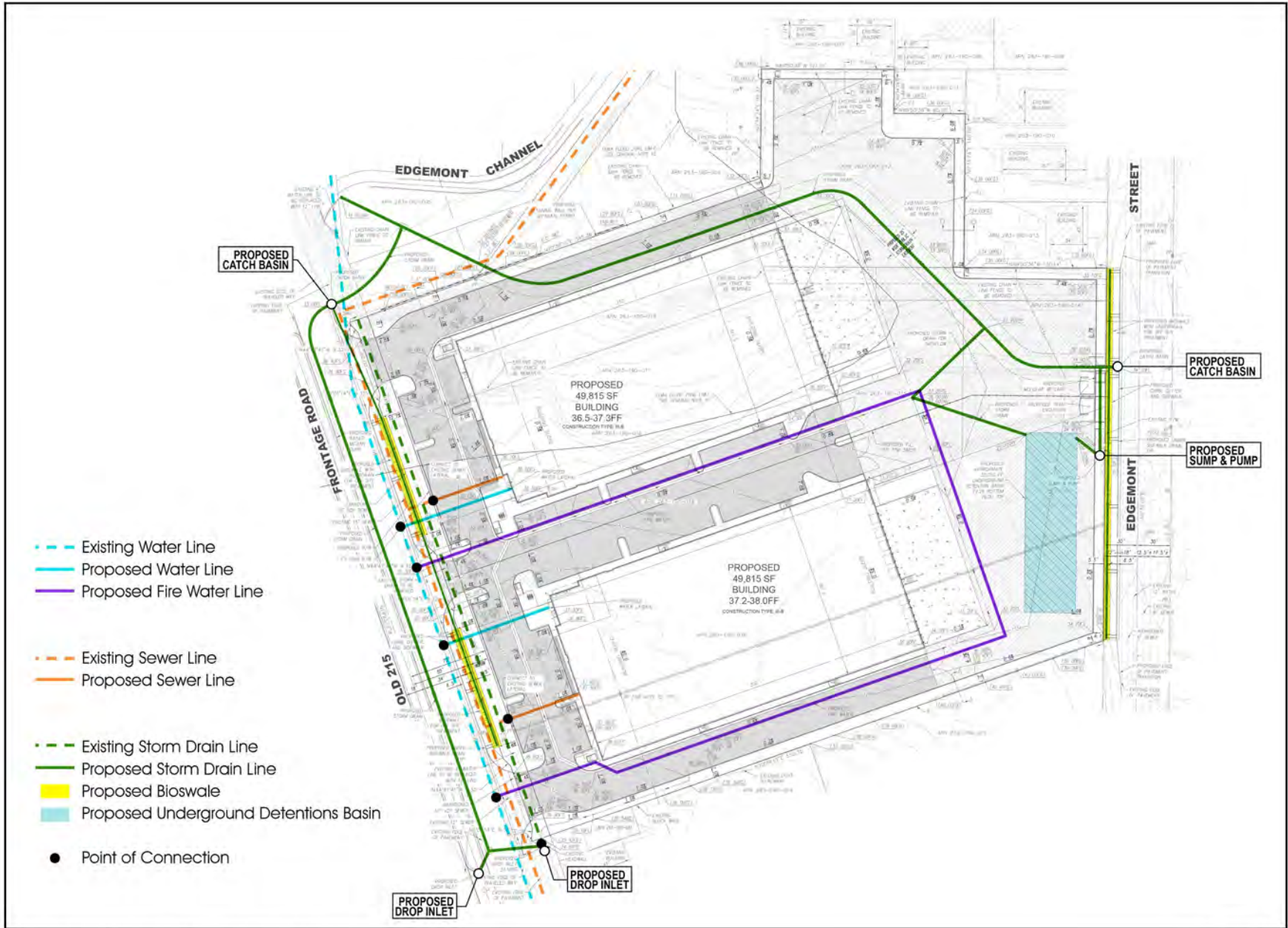


Source(s): Hunter Landscape (03-18-2022)

Figure 19

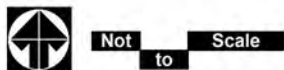


Conceptual Landscape Plan



Source(s): CASC Engineering and Consulting (March 2022)

Figure 20

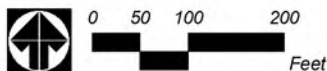


Conceptual Utility Plan



Source(s): ESRI, Nearmap Imagery (2022), RCTLMA (2022)

Figure 21



Project Physical Impact Footprint

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture & Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology & Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials |
| <input type="checkbox"/> Hydrology & Water Quality | <input type="checkbox"/> Land Use & Planning | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Population & Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities & Service Systems | <input type="checkbox"/> Wildfire | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION (To be completed by the Lead Agency):

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.


Signature

2/8/2023
Date

Julia Descoteaux
Printed Name

City of Moreno Valley
For

Attachment: Exhibit A to Resolution No. 2023-04 [Revision 1] (6149 : Master Plot Plan, a Plot Plan and a Tentative Parcel Map)

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a Lead Agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the Lead Agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The Lead Agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or another CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analyses Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources. A source list should be attached, and other sources used, or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS – Except as provided in Public Resources Code §21099 – Modernization of Transportation Analysis for Transit-Oriented Infill Projects – Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: According to the City’s General Plan, scenic vistas are uninterrupted views of expanses of open land; scenic resources within the City of Moreno Valley are identified as Box Springs Mountains, Bernasconi Hills, Moreno Peak, the Badlands, San Jacinto Valley, Mystic Lake, San Bernardino Mountain, San Gabriel Mountain, and San Jacinto Mountains (City of Moreno Valley, 2021a, p. 10-10). According to General Plan Map ORSC-3, <i>Scenic Resources and Ridgelines</i>, the Project Site is not within or adjacent to a designated scenic resource or within a view corridor for any of the designated scenic resources in the City (City of Moreno Valley, 2021a, Map OSRC-3).</p> <p>Due to intervening development and their distance and orientation in relation to the Project Site, prominent, distinct views of the Badlands, San Jacinto Valley, Mystic Lake, Moreno Peak, and Bernasconi Hills are not available from public viewing areas abutting the Project Site. Scenic resources visible (at least partially) from public viewing areas abutting the Project Site include Box Spring Mountains (2.4 miles north), San Bernardino Mountain (19 miles northeast), San Gabriel Mountain (26 miles northwest), and San Jacinto Mountain (35 miles southeast). Currently, views of the Box Springs Mountains to the north are partially obstructed from Old 215 Frontage Road and Edgemont Street by intervening development and off-site plant materials (i.e., trees). Distant views of the San Gabriel Mountain (looking northwest), San Bernardino Mountain, and San Jacinto Mountain (looking generally east) are provided from Old 215 Frontage Road; however, views to these landforms are obscured by intervening development, off-site plant materials and atmospheric haze. Distant views of the San Gabriel Mountain, San Bernardino Mountain, and San Jacinto Mountain are not provided from Edgemont Street due to intervening development and off-site plants. Currently, public viewing areas abutting the Project Site do not provide uninterrupted view of expanses of open land.</p> <p>The Project would result in the construction of two approximately 41-foot-tall buildings and the installation of ornamental landscaping – including masses of trees along the subject property boundaries – on the Project Site. Due to the Project Site’s orientation and the placement of the proposed buildings and landscaping, the Project is not anticipated to substantially obstruct or obscure views of Box Springs Mountain from Old 215 Frontage Road or Edgemont Street. Based on the foregoing analysis, the Project is not anticipated to result in a substantial adverse effect on a scenic vista. Impacts would be less than significant.</p>				
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Response: The Project Site does not contain any scenic resources, including trees, rock outcroppings or historic buildings, and the Site is not within or adjacent to an officially designated State scenic highway corridor (Caltrans, 2022). Accordingly, no impact would occur.</p>				
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Response: The Project Site is located within the Riverside-San Bernardino urban area, as defined by U.S. Census Bureau, and determined as part of the 2010 Census (USCB, 2022). Therefore, the Project would be considered to result in a significant adverse impact under this threshold only if the Project design would conflict with applicable zoning and other regulations governing scenic quality.</p>				

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ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Implementation of the Project would result in the conversion of the Site from vacant, undeveloped land to developed land with two warehouse buildings with associated improvements including parking lots, drive aisles, utility infrastructure, ornamental landscaping, exterior lighting, and signage. The Project's design, including site layout, architecture, and landscaping is discussed and illustrated in detail in the <i>Project Description</i> this Initial Study. As previously described, the Project's architecture incorporates a neutral color palette that would not be visually offensive and also incorporates accent elements, such as colored glass and decorative building elements at the building's office entries for visual interest. Additionally, the Project's landscape plan incorporates low-water-need plant species that can maintain vibrancy during drought conditions. As a condition of approval, the Project Applicant would be required to maintain the proposed building, landscaping and improvements in a state of good repair. The proposed visual features of the Project would ensure a high-quality aesthetic for the site. As part of their standard discretionary permit review process, the City of Moreno Valley reviewed the Project's design proposal in detail and determined that no component of the Project would conflict with applicable design regulations within the City's Zoning and Development Code governing scenic quality. No impact would occur.</p>				
<p>d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: Under existing conditions, the Project Site contains no sources of artificial lighting; however, street lights are present along Old 215 Frontage Road and outdoor light fixtures from the surrounding residential uses are present.</p>				
<p>The Project would introduce new light sources to the Project Site as necessary for security, safety, and wayfinding. The Project's lighting elements would include building-mounted fixtures (security lighting and upward/downward facing decorative lighting oriented toward the building) and pole-mounted fixtures in the Project's truck docking areas and at the Project's driveway entries along Old 215 Frontage Road. The Project would be required to adhere to lighting requirements as set forth in the City of Moreno Valley Municipal Code Sections 9.10.110 and 9.16.280. The Municipal Code lighting standards govern the placement and design of outdoor lighting fixtures to ensure adequate lighting for public safety while also minimizing light pollution and glare and precluding public nuisances (e.g., blinking/flashing lights, unusually high intensity, or needlessly bright lighting). The City would confirm compliance with applicable lighting requirements during future review of building permit applications/plans. Mandatory compliance with the Municipal Code would ensure that the Project would not introduce any permanent design features that would adversely affect day or nighttime views in the area.</p>				
<p>Glare is caused by light reflections from pavement, vehicles, and building materials such as reflective glass and polished surfaces. During daylight hours, the amount of glare depends on intensity and direction of sunlight. Proposed exterior building materials primarily include concrete, painted metal, and tempered glass. While window glazing has a potential to result in minor glare effects, such effects would not adversely affect daytime views of surrounding properties, including motorists along adjacent roadways, because the glass proposed for the Project would be low-reflective and set back from the roadway at a distance and proposed landscaping would provide a buffer between all proposed glass surfaces and the public right of way.</p>				
<p>For the reasons given above, implementation of the Project would not result in a significant source of light or glare that would adversely affect daytime or nighttime views. Accordingly, impacts would be less than significant.</p>				
<p>Sources:</p> <ol style="list-style-type: none"> 1. Moreno Valley General Plan 2040 <ul style="list-style-type: none"> • Chapter 10 – Open Space and Resource Conservation <ul style="list-style-type: none"> - Map OSRC-3 –Scenic Resources and Ridgelines 2. California Department of Transportation (Caltrans) State Scenic Highway Map Viewer, https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca 				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3. United States Census Bureau (UCSB) 2010 Census Urban and Rural Classification and Urban Area Criteria, https://www.census.gov/programs-surveys/geography/guidance/geo-areas/urban-rural/2010-urban-rural.html 4. U.S. Census Bureau Urbanized Area Reference Maps, https://www2.census.gov/geo/maps/dc10map/UAUC_RefMap/ua/ua75340_riverside--san_bernardino_ca/DC10UA75340.pdf 5. Title 9 – Planning and Zoning of the Moreno Valley Municipal Code <ul style="list-style-type: none"> • Section 9.10.110 – Performance Standards, Light and Glare • Chapter 9.16 – Design Guidelines 				
II. AGRICULTURE AND FOREST RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest protocols adopted by the California Air Resources Board.				
Would the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Response: According to the California Department of Conservation (CDC), the entire Project Site is classified as “Urban and Built-Up Land.” (CDC, 2018) Additionally, under existing conditions, the Project Site is vacant and undeveloped; no agricultural production occurs on-site. Therefore, the implementation of the Project would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. No impact would occur.				
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Response: The Project Site is zoned for an industrial land use (i.e., Business Park, BP) and is not zoned for an agricultural use (City of Moreno Valley, 2021b). Additionally, there are no lands abutting the Project Site that are zoned for an agricultural use (ibid.). Additionally, as disclosed in the City’s General Plan EIR, there are no land within the City – inclusive of the Project Site – that are actively under a Williamson Act Contract (City of Moreno Valley, 2021c, Figure 4.2-1). Therefore, the Project would not conflict with existing zoning for agricultural use or Williamson Act Contract. No impact would occur.				
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Response: The Project Site is not zoned as forest land, timberland, or Timberland Production, nor is it surrounded by forest land, timberland, or Timberland Production land (City of Moreno Valley, 2021b). Therefore, the Project has no potential to conflict with any areas currently zoned as forest, timberland, or Timberland Production and would not result in the rezoning of any such lands. As such, no impact would occur.				

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ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Response: The Project Site and surrounding areas contain urbanized uses and do not consist of forest land. Therefore, the Project would not result in the loss of forest land or result in the conversion of forest land to non-forest use. Accordingly, no impact would occur.</p>				
e) Involve other changes in the existing environment which, due to their location or nature, could result in the conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Response: “Farmland” is defined in Section II (a) of Appendix G of the State CEQA Guidelines as “Prime Farmland,” “Unique Farmland” or “Farmland of Statewide Importance” (“Farmland”). As disclosed above under Response II(a), the Project would not result in the conversion of Farmland to non-agricultural use.</p> <p>As discussed under Responses II(c) and II(d), the Project would not convert forest land to non-forest use. No impact would occur.</p>				
<p>Sources:</p> <ol style="list-style-type: none"> 1. California Department of Conservation (CDC) California Important Farmland Finder, https://maps.conservation.ca.gov/DLRP/CIFF/ 2. Moreno Valley Zoning Map, https://www.moval.org/city_hall/general-plan2040/NewZoning.pdf 3. Final Environmental Impact Report City of Moreno Valley General Plan 2040 <ul style="list-style-type: none"> • Section 4.2 – Agriculture and Forestry Resources 				
<p>III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:</p>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: The Project Site is within the South Coast Air Basin (SCAB or “Basin”). Currently, State, and federal air quality standards are exceeded in most parts of the SCAB. In response to local air quality conditions, the South Coast Air Quality Management District (SCAQMD) has adopted a series of Air Quality Management Plans (AQMPs) to meet the State and federal ambient air quality standards. AQMPs are regularly updated to more effectively reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy. The current AQMP, the 2016 AQMP, was adopted by the SCAQMD in March 2017 and the Project’s consistency with the 2016 AQMP is discussed below. Criteria for determining consistency with the AQMP are defined in Chapter 12, Section 12.2, and Section 12.3 of the SCAQMD’s <i>CEQA Air Quality Handbook</i> (1993). The Project’s consistency with these criteria is discussed below.</p> <p><i>Consistency Criterion No. 1: The Project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.</i></p> <p>Consistency Criterion No. 1 relates to violations of the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). As evaluated under Response III(b) the Project would not contribute air pollutant volumes to the SCAB that would contribute to or exacerbate existing air quality violations. Additionally, as evaluated under Response III(c), the Project would not generate localized criteria pollutant emissions increase the frequency or severity of existing air quality violations, cause or contribute to new violations, and/or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP. Accordingly, the Project is determined to be consistent with Consistency Criterion No. 1.</p> <p><i>Consistency Criterion No. 2: The Project will not exceed the assumptions in the AQMP based on the years of Project build-out phase.</i></p>				

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<p>The growth forecasts used in the 2016 AQMP to calculate future regional emissions levels are based on land use planning data provided by lead agencies via their general plan documentation. Development projects that increase the intensity of use on a specific property beyond the respective general plan's vision may result in increased stationary area source emissions and/or vehicle source emissions when compared to the AQMP assumptions. However, if a project does not exceed the growth projections in the applicable local general plan, then the project is considered to be consistent with the growth assumptions in the AQMP. The Project would be consistent with the City of Moreno Valley's General Plan land use designation for the subject property and, therefore, the Project would be consistent with the growth assumptions used in the AQMP and would not exceed the AQMP's long-term emissions projections.</p> <p>For the reasons stated above, the Project would not result in a substantial adverse environmental impact due to an increase in the frequency or severity of existing air quality violations, the creation of new violations, the delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP, or the exceedance of growth assumptions in the AQMP. As such, impacts would be less-than-significant.</p>				
<p>b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: The Project has the potential to generate air pollution during both construction activities and long-term operation. An <i>Air Quality Impact Analysis</i> (AQIA) was prepared by Urban Crossroads, Inc. (Urban Crossroads) to evaluate potential criteria pollutant emissions that would result from implementation of the Project. The Project's AQIA is included as <i>Technical Appendix A1</i> to this Initial Study. For a detailed description of the health effects of air pollutants refer to Section 2.4 of the AQIA. In general, air pollutants have adverse effects to human health including, but not limited to, respiratory illness and carcinogenic effects; however, based on available modeling it is not feasible to correlate regional criteria pollutant emissions from development projects of the scale of the proposed Project to adverse health effects on a SCAB-wide level (Urban Crossroads, 2022a, pp. 11-17, 58-59). The potential for the Project to result in substantial adverse health effects from toxic air contaminant emissions is addressed in Response III(c).</p> <p>The following analysis is based on the applicable significance thresholds established by the SCAQMD for regional criteria pollutant emissions (as summarized in Table 3-1 of the Project's AQIA). This analysis assumes that the proposed Project would comply with applicable mandatory regional air quality standards, including: SCAQMD Rule 403, "Fugitive Dust;" SCAQMD Rule 431.2, "Sulfur Content of Liquid Fuels;" SCAQMD Rule 1113, "Architectural Coatings;" SCAQMD Rule 1186, "PM₁₀ Emissions from Paved and Unpaved Roads, and Livestock Operations;" SCAQMD Rule 1186.1, "Less-Polluting Street Sweepers," and Title 13, Chapter 10, Section 2485, Division 3 of the California Code of Regulations "Airborne Toxic Control Measure."</p> <p><u><i>Project Construction Impact Analysis</i></u> For purposes of the construction emissions analysis, construction was conservatively expected to occur between February 2023 and October 2023. The California Emissions Estimator Model (CalEEMod) accounts for the implementation and enforcement of California's progressively more restrictive regulatory requirements for construction equipment and the ongoing replacement of older construction fleet equipment with newer, less-polluting equipment. According to the CalEEMod, construction activities that occur in the near future are expected to generate more air pollutant emissions than the same activities that may occur farther into the future. Thus, in the event that the Project's construction period occurs later than expected by this analysis, Project-related construction emissions would not exceed the values presented herein (Urban Crossroads, 2022a, p. 40). The Project's construction characteristics and construction equipment fleet assumptions were previously described in the Project Description to this Initial Study.</p>				

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ISSUES & SUPPORTING INFORMATION SOURCES:

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The calculated maximum daily emissions associated with Project construction are presented in Table 3, *Peak Construction Emissions*. Detailed construction model outputs are presented in Appendix 3.1 of the Project's AQIA.

Table 3 Peak Construction Emissions

Year	Emissions (lbs/day) ¹					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
2023	52.43	51.38	36.30	0.11	7.65	3.66
Winter						
2023	52.42	51.74	36.22	0.11	7.65	3.66
Maximum Daily Emissions	52.43	51.74	36.30	0.11	7.65	3.66
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Source: (Urban Crossroads, 2022a, Table 3-5)

As shown, the Project's daily construction emissions of volatile organic compounds (VOCs), nitrogen oxides (NO_x), carbon monoxide (CO), sulfur oxides (SO_x), and particulate matter (PM₁₀ and PM_{2.5}) would not exceed SCAQMD regional criteria thresholds. The SCAQMD considers any project-specific criteria pollutant emissions that exceed applicable SCAQMD significance thresholds also to be cumulatively considerable. To put it another way, if a project does not exceed the SCAQMD regional thresholds, then SCAQMD considers that project's air pollutant emissions to not be cumulatively considerable. Thus, because Project construction would not exceed the SCAQMD regional criteria significance thresholds, implementation of the Project would not result in a cumulatively considerable net increase of any criteria pollutant, including any pollutants for which the SCAB does not attain applicable federal or State ambient air quality standards during construction.

Project Operational Impact Analysis

Operation of the Project is expected to generate air pollutant emissions from the operation of motor vehicles (including trucks), operation of on-Site equipment, on-Site maintenance activities, and the consumption of energy resources. The calculated operational-source emissions from the Project are summarized on Table 4, *Peak Operational Emissions*. Detailed operational model outputs are presented in Appendix 3.2 of the Project's AQIA.

Table 4 Peak Operational Emissions

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
Area Source	2.32	4.70E-04	0.05	0.00	1.90E-04	1.90E-04
Energy Source	0.10	0.92	0.77	5.50E-03	0.07	0.07
Mobile Source	1.69	4.35	18.71	0.06	4.82	1.33
TRU Source	0.04	0.49	0.61	1.17E-04	0.01	0.01
On-Site Equipment Source	0.22	2.07	1.50	6.33E-03	0.08	0.07
Total Maximum Daily Emissions	4.38	7.83	21.65	0.07	4.97	1.47
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO
Winter						
Area Source	2.32	4.70E-04	0.05	0.00	1.90E-04	1.90E-04
Energy Source	0.10	0.92	0.77	5.50E-03	0.07	0.07
Mobile Source	1.47	4.61	16.36	0.05	4.82	1.33
TRU Source	0.04	0.49	0.61	1.17E-04	0.01	0.01
On-Site Equipment Source	0.22	2.07	1.50	6.33E-03	0.08	0.07
Total Maximum Daily Emissions	4.16	8.09	19.30	0.06	4.97	1.47
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Source: (Urban Crossroads, 2022a, Table 3-8)

As summarized in Table 4, Project operational emissions of VOCs, NO_x, CO, SO_x, PM₁₀ and PM_{2.5} would not exceed SCAQMD regional criteria thresholds. Accordingly, the Project would not emit substantial

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concentrations of these pollutants during long-term operation and would not contribute to an existing or projected air quality violation. The Project's long-term emissions of VOCs, NO_x, CO, SO_x, PM₁₀ and PM_{2.5} would be less than significant.

c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Response: The area immediately surrounding the Project Site contains a variety of uses, including vacant parcels and parcels developed with industrial, transitional, and legal non-conforming residential uses. Being located near the I-215 corridor and within the overflight corridor of the March Air Reserve Base, the census tract containing the Project Site is in the 99th percentile for pollution burden which, based on the census tract's demographic characteristics, results in the Office of Environmental Health Hazard Assessment (OEHHA) ranking the area within the 95th percentile of communities that are disproportionately burdened by multiple sources of pollution (OEHHA, 2022). Although the City of Moreno Valley General Plan designates the Project Site and areas between I-215 Frontage Road and Day Street (approximately 0.25-mile east of the Project Site) for industrial uses, there are numerous legal non-conforming residential homes in this area.

Notwithstanding the information above, the SCAQMD models and characterizes localized health risks from air pollution exposure via their *Multiple Air Toxics Exposure Study (MATES)*, which is in its fifth edition (i.e., *MATES V*). *MATES-V* extrapolates the excess cancer risk levels throughout the SCAB using mathematical modeling for specific geographic grids. *MATES-V* estimates an excess carcinogenic risk of approximately 367 in one million for the Project area, placing the Project area within the 70th percentile for cancer risk within the SCAB (SCAQMD, 2021). For comparison, the prior version of SCAQMD's *MATES* analysis, *MATES-IV*, estimated the Project area was in the 89th percentile for cancer risk with an excess cancer risk of 652 in one million (ibid.).

The following provides an analysis of the Project's potential to expose sensitive receptors in the immediate vicinity of the Project Site to substantial pollutant concentrations during Project construction and long-term operation. The following analysis is based on analyses contained in the Project's AQIA and *Mobile Source Health Risk Assessment (HRA)*, provided as *Technical Appendix A2* to this Initial Study, and utilizes applicable significance thresholds established by the SCAQMD to draw a conclusion of the significance of Project-related impacts.

Localized Emissions Analysis

Table 5, *Peak Localized Construction Source Emissions*, presents the localized impacts at the sensitive receptor locations in the vicinity of the Project Site with highest exposure to Project construction activities. Detailed construction model outputs are presented in Appendix 3.1 of the Project's AQIA. Localized Project construction emissions would not exceed the applicable SCAQMD thresholds for any criteria pollutant.

Table 5 Peak Localized Construction Source Emissions

Construction Activity	Year	Emissions (lbs/day)			
		NO _x	CO	PM ₁₀	PM _{2.5}
Site Preparation	2022	2.40	3.62	0.52	0.14
	Maximum Daily Emissions	2.40	3.62	0.52	0.14
	SCAQMD Localized Threshold	118	602	4	3
	Threshold Exceeded?	NO	NO	NO	NO
Grading	2022	45.36	33.97	6.32	3.25
	Maximum Daily Emissions	45.36	33.97	6.32	3.25
	SCAQMD Localized Threshold	270	1,577	13	8
	Threshold Exceeded?	NO	NO	NO	NO

Source: (Urban Crossroads, 2022a, Table 3-11)

Table 6, *Peak Localized Operational Source Emissions*, presents the localized impacts at the sensitive receptor locations in the vicinity of the Project Site with highest exposure to Project construction activities. Detailed construction model outputs are presented in Appendix 3.2 of the Project's AQIA. Localized

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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operational emissions from Project would not exceed the applicable SCAQMD thresholds for any criteria pollutant.

Table 6 Peak Operational Source Emissions

Scenario	Emissions (lbs/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Summer	3.23	3.29	0.39	0.21
Winter	3.24	3.17	0.39	0.21
Maximum Daily Emissions	3.24	3.29	0.39	0.21
SCAQMD Localized Threshold	270	1,577	4	2
Threshold Exceeded?	NO	NO	NO	NO

Source: (Urban Crossroads, 2022a, Table 3-13)

Based on the data presented in Table 5 and Table 6, the Project would not result in substantial localized pollutant concentrations during either construction or operation. Impacts would be less than significant.

Impact Analysis for CO “Hot Spots”

A CO “hot spot” is an isolated geographic area where localized concentrations of CO exceeds the CAAQS one-hour (20 parts per million) or eight-hour (9 parts per million) standards. A Project-specific CO “hot spot” analysis was not performed because CO attainment in the SCAB was thoroughly analyzed as part of SCAQMD’s 2003 AQMP and the 1992 *Federal Attainment for Carbon Monoxide Plan* (1992 CO Plan) (Urban Crossroads, 2022a, pp. 54-55). The SCAQMD’s 2003 AQMP and the 1992 CO Plan found that peak CO concentrations in the SCAB were the byproduct of unusual meteorological and topographical conditions and were not the result of traffic congestion. For context, the CO “hot spot” analysis performed for the 2003 AQMP recorded a CO concentration of 9.3 parts per million (8-hour) at the Long Beach Boulevard/Imperial Highway intersection in Los Angeles County; however, only a small portion of the recorded CO concentrations (0.7 parts per million) were attributable to traffic congestion at the intersection. The vast majority of the recorded CO concentrations at the Long Beach Boulevard/Imperial Highway intersection (8.6 parts per million) were attributable to unique local meteorological conditions that resulted in elevated ambient air concentrations. In comparison, the busiest intersections in the Project Site vicinity would neither experience peak congestion levels or ambient CO concentrations comparable to the conditions observed at the Long Beach Boulevard/Imperial Highway intersection nor feature atypical meteorological conditions. Further, data from air districts in the State indicate that under existing and future vehicle emission rates, an individual development project would have to increase traffic volumes at a single intersection by between 24,000 and 44,000 vehicles per hour in order to generate a significant CO impact. The Project would not produce the volume of traffic required to generate a CO hotspot based on the referenced studies. Based on the relatively low local traffic congestion levels, low existing ambient CO concentrations, and the lack of any unusual meteorological and/or topographical conditions in the Project Site vicinity, the Project is not expected to cause or contribute to a CO “hot spot” (Urban Crossroads, 2022a, pp. 55-56). Impacts would be less than significant.

Diesel Particulate Emissions Analysis

This section evaluates the potential health risk impacts to sensitive receptors and adjacent workers associated with the development of the proposed Project, more specifically, health risk impacts as a result of exposure to Toxic Air Contaminants (TACs) including diesel particulate matter (DPM) as a result of heavy-duty diesel trucks accessing the Project Site. Detailed air dispersion model outputs and risk calculations are presented in Appendices 2.1 through 2.4 of the Project’s HRA Analysis.

Project Construction Analysis

The land use with the greatest potential exposure to Project construction DPM source emissions (i.e., maximally exposed individual receptor, MEIR) is located approximately 19 feet east of the Project Site at an existing residence located at 13571 Edgemont Street. At the MEIR, the maximum incremental cancer risk attributable to Project construction DPM source emissions is estimated at 8.15 in one million, which is less than the SCAQMD’s significance threshold of 10 in one million (Urban Crossroads, 2023a, p. 1). At this same location, non-cancer risks were estimated to be 0.03, which would not exceed the applicable

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<p>threshold of 1.0 (ibid.). All other receptors in the vicinity of the Project Site would experience less risk than what is identified for the MEIR. As such, the Project will not cause a significant human health or cancer risk to adjacent land uses as a result of Project construction activity.</p>				
<p><i>Project Operation Analysis</i></p> <p>The residential land use with the greatest potential exposure to Project operation DPM source emissions (MEIR) is located approximately 19 feet east of the Project Site at an existing residence located at 13561 Edgemont Street. At the MEIR, the maximum incremental cancer risk attributable to Project DPM source emissions is estimated at 1.63 in one million, which is less than the SCAQMD's significance threshold of 10 in one million (Urban Crossroads, 2023a, p. 1). At this same location, non-cancer risks were estimated to be <0.01, which would not exceed the applicable significance threshold of 1.0 (ibid.). All other residential receptors in the vicinity of the Project Site would experience less risk than what is identified for the MEIR. Accordingly, long-term operation of the Project would not directly cause or contribute in a cumulatively-considerable manner to the exposure of residential receptors to substantial DPM emissions. Therefore, the Project would result in a less-than-significant impact.</p> <p>The worker receptor land use with the greatest potential exposure to Project DPM source emissions (maximally exposed individual worker, MEIW) is an existing church located approximately 107 feet east of the Project Site. At the MEIW, the maximum incremental cancer risk impact is 0.09 in one million which is less than the SCAQMD's threshold of 10 in one million (Urban Crossroads, 2023a, p. 2). Maximum non-cancer risks at this same location were estimated to be <0.01, which would not exceed the applicable significance threshold of 1.0 (ibid.). All other worker receptors in the vicinity of the Project Site would experience less risk than what is identified for the MEIW. Accordingly, long-term operation of the Project would not directly cause or contribute in a cumulatively-considerable manner to the exposure of worker receptors to substantial DPM emissions. Therefore, the Project would result in a less-than-significant impact.</p> <p>There are no schools located within 1,320 feet of the Project Site, which is the location with the highest concentrations of Project-related DPM emissions – due to trucks idling on the Site. Proximity to sources of toxics is critical to determining the impact. Based on California Air Resources Board and SCAQMD emissions and modeling analyses, particulate matter pollutant concentrations drop by 70 percent at a distance of 500 feet and by 80 percent at 1,000 feet from the emissions source (Urban Crossroads, 2022a, p. 2). Because there are no schools located within at least 0.25-mile of the Project Site, operations at the Project Site would not expose any school child receptors to substantial concentrations of diesel particulate matter emissions (ibid.). Impacts related to operations on the Project Site would be less than significant. The nearest school campus to the Project Site is Towngate Elementary School, which is located approximately 3,900 feet northeast of the Site. Heavy trucks traveling to/from the Project Site would not utilize City streets that abut the Towngate Elementary School (or any other school within the City). Accordingly, off-site trucking activity related to Project operations would not expose any school child receptors to substantial concentrations of diesel particulate matter emissions. This impact is less than significant.</p> <p>The land use with the greatest potential increased cancer risk due to exposure to Project construction-source and operational-source DPM emissions is located at 13571 Edgemont Street. At this location, the maximum incremental cancer risk attributable to Project construction and operational DPM source emissions is estimated at 8.88 in one million, which is less than the threshold of 10 in one million. At this same location, non-cancer risks were estimated to be 0.03, which would not exceed the applicable threshold of 1.0. As such, the Project will not cause a significant human health or cancer risk to adjacent land uses as a result of Project construction and operational activity. (Urban Crossroads, 2022a, p. 3)</p> <p><u>Conclusion</u></p> <p>For the reasons explained under this Response, the Project would not expose sensitive receptors to substantial pollutant concentrations. Impacts would be less than significant.</p>				

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d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: The Project does not contain land uses typically associated with emitting objectionable odors. Potential odor sources associated with the Project may result from construction equipment exhaust and the application of concrete and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the Project's (long-term operational) uses. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations. The Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, the Project would not result in other emissions that would adversely affect a substantial number of people and impacts would be less than significant.</p>				
<p>Sources:</p> <ol style="list-style-type: none"> 1. Urban Crossroads, 2022a, <i>Cottonwood & Edgemont Warehouse Air Quality Impact Analysis</i>. (Technical Appendix A1) 2. Urban Crossroads, 2023, <i>Cottonwood & Edgemont Warehouse Mobile Source Health Risk Assessment</i>. (Technical Appendix A2) 3. Office of Environmental Health Hazard Assessment (OEHHA), 2022, CalEnviroScreen 4.0 [software program]. Available online at https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40 4. South Coast Air Quality Management District, 2021. MATES Interactive Data Display [software program]. Available online at https://experience.arcgis.com/experience/79d3b6304912414bb21ebdde80100b23?views=Navigate-the-map 				
<p>IV. BIOLOGICAL RESOURCES – Would the project:</p>				
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Response: A <i>General Biological Resources Assessment (Technical Appendix B)</i> was prepared for the Project by Alden Environmental, Inc. (Alden), which addresses potential impacts to candidate, sensitive, or special status species due to implementation of the Project. The analysis presented below is based on the findings of the <i>General Biological Assessment</i> report. The Project's off-site improvement area (i.e., the areas where proposed upsized public water lines and public storm drain improvements would be constructed) is disturbed and developed and devoid of natural habitat features.</p> <p><u><i>Special Status Plant Species</i></u></p> <p>The Project Site (including both on-site and off-site components) is approximately 8.3 acres and supports 6.5 acres of non-native grassland, 0.08 acre of disturbed habitat and 1.7 acres of developed land. The Project Site is dominated by non-native grasslands including the red brome (<i>Bromus madritensis</i>), hare barley (<i>Hordeum murinum</i>), and wild oat (<i>Avena fatua</i>). The non-native grassland also supports some native and non-native annual plant species such as fiddleneck (<i>Amsinckia sp.</i>), red maids (<i>Calandrinia ciliata</i>), and shortpod mustard (<i>Hirschfeldia incana</i>). (Alden, 2022, p. 4)</p> <p>Disturbed habitat typically includes land cleared of vegetation (e.g., dirt roads), land containing a preponderance of non-native plant species such as ornamentals or ruderal exotic species that take advantage of disturbance (previously cleared or abandoned landscaping), or land showing signs of past</p>				

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or present animal usage that removes any capability of providing viable habitat. Disturbed habitat occurs adjacent to the existing Edgemont Channel within an area kept cleared of vegetation. (Alden, 2022, p. 4)

Areas with asphalt and concrete are considered developed, although some patches of non-native grasses and some ornamental plantings occur there. Developed also includes the area behind the homes where the existing 4-inch water lines would be upsized to 12-inch lines. And, developed occurs as Old 215 Frontage Road. (Alden, 2022, p. 4)

The Project Site does not support sensitive vegetation and no sensitive vegetation communities were observed during Alden’s field survey. (Alden, 2022, p. 4) The Project Site is not within a Narrow Endemic Plant Special Survey Area (NEPSSA) or Criteria Area Plant Special Survey Area (CASSA). Moreover, the California Natural Diversity Database (CNDDDB) and United States Fish and Wildlife Service (USFWS) database queries did not return any records of sensitive plant species on or adjacent to the Project Site (Alden, 2022, p. 5). Accordingly, development of the Project would result in no impact to special-status plant species.

Special Status Wildlife Species

No sensitive animal species were observed or detected on the Project Site. Additionally, CNDDDB and USFWS database queries did not return any records of sensitive animal species on or adjacent to the Project Site. The Project Site is not within the burrowing owl survey area; therefore, a burrowing owl survey was not required. (Alden, 2022, p. 5)

Conclusion

Notwithstanding the analysis above, implementation of Project would result in removal of vegetation across the Project Site that has the potential to support nesting and/or migratory birds that are granted special status by federal and State regulations. The Project’s potential to impact nesting birds and migratory birds is a significant direct impact for which mitigation is required, as discussed below.

MM BR-1 would reduce potential impacts to nesting/migratory birds to less-than-significant levels by ensuring that pre-construction surveys are conducted to determine the presence or absence on the Project Site of protected nesting bird species prior to the commencement of construction activities. If the protected nesting bird species are present, the mitigation measures provide performance criteria that require avoidance and/or relocation of the species in accordance with accepted protocols.

Based on the foregoing analysis, the proposed Project would result in less-than-significant impacts to candidate, sensitive, or special status species with the implementation of mitigation.

Mitigation

- MM BR-1** As a condition of approval for all grading permits, vegetation clearing and ground disturbance shall be prohibited during the migratory bird nesting season (February 1 through September 15), unless a migratory bird nesting survey is completed in accordance with the following requirements:
- a. A migratory nesting bird survey of the project’s impact footprint shall be conducted by a qualified biologist within (3) days prior to initiating vegetation clearing or ground disturbance.
 - b. A copy of the migratory nesting bird survey results report shall be provided to the City of Moreno Valley Planning Division. If the survey identifies the presence of active nests, then the qualified biologist shall provide the City of Moreno Valley Planning Division with a copy of maps showing the location of all nests and an appropriate buffer zone around each nest sufficient to protect the nest from direct and indirect impact. The size and location of all buffer zones, if required, shall be subject to review and approval by the City of Moreno Valley Planning Division and shall be no less than a 300-foot radius around the nest for non-raptors and a 500-foot radius around the nest for raptors. The nests and buffer zones shall be field checked weekly by a qualified biological monitor. The approved buffer zone shall be marked in the field with construction fencing, within which no vegetation

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<p>clearing or ground disturbance shall commence until the qualified biologist and City Planning Division verify that the nests are no longer occupied and the juvenile birds can survive independently from the nests.</p>				
<p>b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: There are no wetland/riparian communities located on the Project Site. The Project Site is relatively flat and does not support any aquatic features necessary for the development of these habitats. Additionally, the National Hydrography Dataset and National Wetlands Inventory do not show any wetland/riparian resources on the Project Site. (Alden, 2022, p. 5) Accordingly, implementation of the Project would not impact wetland/riparian habitat or other sensitive natural community.</p>				
<p>d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with an established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Response: Wildlife movement corridors link together areas of suitable habitat that are otherwise separated by rugged terrain, changes in vegetation, or human disturbances. Generally, mountain canyons and/or riparian corridors are used by wildlife as corridors; the Project Site does not contain either of these features. Furthermore, the Project Site is surrounded by human activity in the form of industrial and residential land uses and roadways. Therefore, no impact to a wildlife corridor would occur from implementation of the Project.</p> <p>Wildlife nurseries are sites where wildlife concentrate for hatching and/or raising young, such as rookeries, spawning areas, and bat colonies. Although no nesting birds or remnant nests were observed on the Project Site by Alden, implementation of the Project could potentially result in significant impacts to biological resources (i.e., avian species and their nests) that are protected by State and federal regulations, if active nests are present within or adjacent to the site during construction. Implementation of MM BR-1 would reduce potential impacts to nesting birds to less-than-significant levels by ensuring that pre-construction surveys are conducted to determine the presence or absence of nesting birds on or adjacent to the Project Site prior to the commencement of construction activities. If active nests are discovered, this mitigation measure establishes performance criteria that requires avoidance of the nests until it can be determined the nest is no longer active or that the juveniles from the occupied nests can survive independently of the nest.</p>				
<p>e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: Implementation of the Project would result in the removal of trees on the Project Site. The removal of trees is regulated by City of Moreno Valley Municipal Code Chapter 9.17.030, which requires development projects to conduct a tree survey prior to construction and, if any mature significant trees are to be removed, to replace each removed tree at defined ratios (as specified in Municipal Code Chapter 9.17.030). Prior to removal of any trees from the Project survey area, the Project Applicant would be required to comply with the provisions of Chapter 9.17.030 of the City of Moreno Valley Municipal Code. Mandatory compliance with the requirements of the Municipal Code would ensure the Project would not conflict with the City of Moreno Valley's ordinance regulating tree removal.</p>				

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<p>In addition, the City of Moreno Valley Municipal Code contains provisions for the protection of the Stephens' Kangaroo Rat (refer to Title 8, Chapter 8.60 of the Municipal Code). The CNDDDB and USFWS database queries did not return any records of sensitive animal species on or adjacent to the Project Site. Accordingly, the Project is exempt from the focused survey requirements for the Stephens' Kangaroo Rat established by the City's Municipal Code. The Project Applicant is required by the Municipal Code to contribute a local development impact and mitigation fee, which requires a fee payment to assist the City in implementing the habitat conservation plan for the Stephens' Kangaroo Rat. With mandatory compliance with standard regulatory requirements (i.e., development impact and mitigation fee payment), the proposed Project would not conflict with any City policies or ordinances related to the protection of the Stephens' Kangaroo Rat. (The Project's consistency with applicable provisions of the Stephens' Kangaroo Rat Habitat Conservation Plan (HCP) are addressed in Response IV(f).)</p> <p>The City of Moreno Valley Municipal Code also contains provisions for the collection of mitigation fees to further the implementation of the Western Riverside County MSHCP (refer to Title 3, Chapter 3.48 of the Municipal Code). The Project Applicant is required by the Municipal Code to contribute a local mitigation fee, which requires a fee payment to assist the City in implementing the Western Riverside County MSHCP reserve system (including the acquisition, management, and long-term maintenance of sensitive habitat areas). With mandatory compliance with standard regulatory requirements (i.e., mitigation fee payment), the proposed Project would not conflict with any City policies or ordinances related to the mitigation fee program associated with Western Riverside County MSHCP. (The Project's consistency with applicable provisions of the MSHCP are addressed in Response IV(f).)</p> <p>The City of Moreno Valley does not have any additional policies or ordinances in place to protect biological resources that are applicable to the Project. Mandatory compliance with the above referenced Moreno Valley Municipal Code Chapters would ensure that implementation of the Project would result in a less-than-significant impact associated with local policies and ordinances.</p>				
<p>f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or another approved local, regional, or state habitat conservation plan?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Response: The Project Site is located within the boundaries of the Reche Canyon/Badlands Area Plan but is not within or adjacent to any Criteria Cells. Required species survey areas for the Project Site were identified using the MSHCP Survey Areas</p> <p><u>Riparian/Riverine and Vernal Pool Requirements</u> The Project Site does not contain wetland/riparian features, or vernal pools on or adjacent to the Project Site regulated by the MSHCP; therefore, the Project would not conflict with Section 6.1.2, <i>Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools</i>. (Alden, 2022, p. 6)</p> <p><u>Sensitive Plant Species</u> The Project Site is not within the NEPSSA or CASSA; therefore, the NEPSSA requirements are not applicable to the Project and the Project is consistent with the Western Riverside County MSHCP narrow endemic plant species policies. (Alden, 2022, p. 5)</p> <p><u>Urban/Wildlands Interface Guidelines</u> The Project Site is not adjacent to any MSHCP conservation area. Consequently, the Urban/Wildlife Interface Guidelines do not apply to the Project. (Alden, 2022, p. 6)</p> <p><u>Burrowing Owl</u> The Project Site is not within the MSHCP burrowing owl survey area; therefore, a burrowing owl survey is not required.</p>				

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MSHCP and Reserve Assembly Criteria

The Project Site is not located within any Criteria Cells, nor is it identified for potential use for the MSHCP Reserve Assembly. Therefore, the Project will not conflict with MSHCP conservation objectives for the area.

Sources:

1. Alden Environmental, Inc., 2022, *General Biological Assessment for the Cottonwood and Edgemont Project*. (Technical Appendix B)
2. Moreno Valley Municipal Code Chapter 3.48 – Western Riverside County Multiple Species Habitat Conservation Plan Fee Program
3. Moreno Valley Municipal Code Chapter 8.60 – Threatened and Endangered Species
4. Moreno Valley Municipal Code Section 14.40.040 – Public Tree Care
5. Moreno Valley Municipal Code Section 9.17.030 – Landscape Ordinance

V. CULTURAL RESOURCES – Would the project:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Response: The *Cultural Resources Assessment* (see *Technical Appendix C*) prepared for the Project by Brian F. Smith and Associates (BFSA), which included a comprehensive site survey and archival records search, identified no historical resources on the Project Site (BFSA, 2022a, p. 5.0-2). The potential for buried or masked cultural deposits within the Project Site is considered low to moderate based upon the lack of identified resources on the Project Site and previous impacts to the property (BFSA, 2022a, p. 5.0-5). Notwithstanding, because the Project Site contained multiple structures no later than 1948 (which were later demolished in approximately 1994), BFSA indicated there was the potential for buried historical deposits to be present on the Project Site (ibid.). The potential for Project implementation to directly or indirectly destroy unknown, significant historical resources that may be buried or masked on the Project Site is a significant impact and mitigation is required. The Project's off-site improvement area is disturbed and developed under existing conditions (i.e., cleared, graded, plowed, and/or paved), with no potential to contain historic resources.

MM CR-1 and MM CR-3 through MM CR-9 would ensure the proper identification and subsequent treatment of any significant historical resources that may be encountered during ground-disturbing activities associated with Project construction. With implementation of the required mitigation, the Project's potential impacts to significant historical resources would be reduced to less-than-significant.

Mitigation

MM CR-1 Prior to the issuance of a grading permit, the Developer shall retain a professional archaeologist to conduct monitoring of all ground disturbing 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 contractor and the City, shall develop a CRMP as defined in Mitigation Measure CR-3. The Project Archaeologist 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 archaeological monitor 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.

MM CR-3 The Project Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a CRMP in consultation pursuant to the definition in AB52 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 AB 52 tribal consultation process for the Project, has not opted out of the AB52 consultation process, and has completed AB 52 consultation with the City as provided for in Cal Pub Res Code Section 21080.3.2(b)(1) of AB52. Details in the Plan shall include:

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<ul style="list-style-type: none"> a) Project description and location; b) Project grading and development scheduling; c) Roles and responsibilities of individuals on the Project; d) The pre-grading meeting and Cultural Resources Worker Sensitivity Training details; e) The protocols and stipulations that the contractor, City, Consulting Tribe (s) and Project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation; f) The type of recordation needed for inadvertent finds and the stipulations of recordation of sacred items; and g) Contact information of relevant individuals for the Project. 				
<p>MM CR-4 In the event that Native American cultural resources are discovered during the course of ground disturbing activities (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries:</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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-1. 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 Mitigation Measure CR-3 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. 				
<p>MM CR-5 The City shall verify that the following note is included on the Grading Plan:</p> <p>"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."</p>				
<p>MM CR-6 If potential historic or cultural resources are uncovered during excavation or construction activities at the project site that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to Project approval, all ground disturbing activities in the affected area within 100 feet of the uncovered resource 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. Further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate mitigation. Work shall be allowed to continue outside of the buffer area and will be monitored by additional archeologist and Tribal Monitors, if needed. 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</p>				

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<p>Native American Tribes as defined in CR-3 before any further work commences in the affected area. If the find is determined to be significant and avoidance of the site has not been achieved, a Phase III data recovery plan shall be prepared by the Project Archeologist, in consultation with the Tribe, and shall be submitted to the City for their review and approval prior to implementation of the said plan.</p> <p>MM CR-7 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).</p> <p>MM CR-8 It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code 6254 (r)., parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r).</p> <p>MM CR-9 Prior to final inspection, the developer/permit holder shall prompt the Project Archeologist to submit two (2) copies of the Phase III Data Recovery report (if required for the Project) and the Phase IV Cultural Resources Monitoring Report that complies with the Community Development Department’s requirements for such reports. The Phase IV report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Community Development Department shall review the reports to determine adequate mitigation compliance. Provided the reports are adequate, the Community Development Department shall clear this condition. Once the report(s) are determined to be adequate, two (2) copies shall be submitted to the Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy shall be submitted to the Consulting Tribe(s) Cultural Resources Department(s).</p>				
<p>b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Response: BFSa did not identify any archaeological resources on the Project Site during a pedestrian survey (BFSa, 2022a, p. 5.0-2). Given the relatively gentle slope, valley setting, and lack of exposed bedrock outcrops for the Project, predictive modeling would suggest that if prehistoric archaeological sites are present within the Project area, they will likely be artifact scatters or specialized resource processing loci that would have developed as a result of prehistoric resource extraction practices (ibid.). The records search performed by BFSa also did not identify any archaeological resources that had been previously recorded on or abutting the Project Site. Due to the extensive nature of past ground disturbances on the Project Site, the likelihood of discovering archaeological resources on the Site is considered low (ibid.). Notwithstanding the preceding analysis, there is a possibility that archaeological resources may be present beneath the Project Site’s subsurface and may be impacted by ground-disturbing activities associated with Project construction. If any archaeological resources are unearthed on the Project Site during construction that meet the definition of an archaeological resource cited in CEQA Guidelines Section 15064.5 and are disturbed/damaged by Project construction activities, impacts to archaeological resources would be significant.</p>				
<p>MM CR-1 and MM CR-3 through MM CR-9 would ensure the proper identification and subsequent treatment of any significant prehistoric archaeological resources that may be encountered during ground-disturbing activities associated with Project construction. With implementation of the required mitigation, the Project’s potential impacts to significant prehistoric archaeological resources would be reduced to less-than-significant.</p>				

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<p>The Project's off-site improvement area is disturbed and developed under existing conditions with no potential to contain prehistoric archaeological resources.</p>				
<p>c) Disturb any human remains, including those interred outside of formally dedicated cemeteries?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: The Project Site does not serve as a cemetery and no known formal cemeteries are within the immediate site vicinity (one-mile radius) (BFSA, 2022a, pp. 5.0-1 and 2). Nevertheless, the remote potential exists that human remains may be unearthed during grading and excavation activities associated with the Project's construction. The Project's off-site improvement area is developed under existing conditions (i.e., cleared, graded, and/or paved) with no potential to contain human remains. The Project's off-site improvement area is disturbed and developed under existing conditions with no potential to contain human remains.</p>				
<p>If human remains are unearthed during construction activities at the Project Site, the construction contractor would be required by law to comply with California Health and Safety Code Section 7050.5 "Disturbance of Human Remains." According to Section 7050.5(b) and (c), if human remains are discovered, the County Coroner must be contacted and if the Coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, the Coroner is required to contact the Native American Heritage Commission (NAHC) by telephone within 24 hours. Pursuant to California Public Resources Code Section 5097.98, whenever the NAHC receives notification of a discovery of Native American human remains from a county coroner, the NAHC is required to immediately notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of the discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. According to Public Resources Code Section 5097.94(k), the NAHC is authorized to mediate disputes arising between landowners and known descendants relating to the treatment and disposition of Native American human burials, skeletal remains, and items associated with Native American burials.</p>				
<p>With mandatory compliance to California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, any potential impact to human remains, including human remains of Native American ancestry, that may result from development of the Project Site would be less than significant.</p>				
<p>Sources:</p> <ol style="list-style-type: none"> 1. Brian F. Smith and Associates (BFSA), <i>Phase I Cultural Resources Survey of the Cottonwood & Edgemont Project</i>. (Technical Appendix C) [Note: the Confidential Appendix for this document cannot be provided to the public due to the inclusion of confidential information pursuant to Government Code Section 6254.10.] 2. California Health Code Section 7050.5 – Dead Bodies 3. Public Resources Code Section 5097.94(k) – Powers and Duties 4. Public Resources Code Section 5097.98 – Native American Historical, Cultural, and Sacred Sites 				
<p>VI. ENERGY – Would the project:</p>				
<p>a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: The analysis below is based on the <i>Energy Analysis</i> (included as <i>Technical Appendix D</i> to this Initial Study) prepared for the Project by Urban Crossroads and demonstrates that implementation of the Project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><u>Energy Use During Construction</u></p> <p>The Project's construction process would consume electricity and fuel. Project-related construction activities would represent a "single-event" demand and would not require on-going or permanent commitment of energy resources. Project construction is estimated to consume approximately 54,749 kilowatt hours (kWh) of electricity, approximately 22,598 gallons of diesel fuel from operation of construction equipment, 7,769 gallons of diesel fuel from construction vendor trips, and 9,741 gallons of fuel from construction worker trips (Urban Crossroads, 2022b, p. 31). The amount of energy and fuel use anticipated by the Project's construction activities are typical for the type of scale of construction proposed by the Project and there are no aspects of the Project's proposed construction process that are unusual or energy-intensive (Urban Crossroads, 2022b, p. 32). Furthermore, construction equipment would be required to conform to the applicable State regulations and CARB emissions standards, acting to minimize energy usage and promote equipment fuel efficiencies. For example, California Code of Regulations (CCR) Title 13, Motor Vehicles, Section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than five minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. As supported by the preceding discussion, the Project's construction energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.</p> <p><u>Energy Use Project Operations</u></p> <p>Project-related traffic would consume approximately 78,710 gallons of fuel per year (Urban Crossroads, 2022b, p. 32). The number of daily trips and miles traveled by Project traffic are consistent with other industrial uses of similar scale and configuration in the Inland Empire (ibid.). That is, the Project does not propose uses or operations that would inherently result in excessive and wasteful vehicle trips and/or vehicle miles traveled, nor associated excess and wasteful vehicle energy consumption. Enhanced fuel economies realized pursuant to federal and State regulatory actions, and related transition of passenger vehicles to alternative energy sources (e.g., electricity, natural gas, bio fuels, hydrogen cells) would likely decrease future Project-related gasoline fuel demands per mile traveled below the level disclosed herein. The location of the Project Site proximate to regional and local arterial roadways (for example, I-215) is expected to minimize the Project vehicle miles traveled within the region. Based on the foregoing, Project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.</p> <p>Building operations and site maintenance activities associated with the Project would result in the consumption of natural gas and electricity. Natural gas would be supplied to the Project by Southern California Gas Company; electricity would be supplied to the Project by Moreno Valley Utility (MVU). Energy demands from Project operations are estimated at 3,414,316 kilo-British thermal units (kBtu) per year of natural gas and 1,298,765 kWh per year of electricity (Urban Crossroads, 2022b, p. 33). The Project would utilize energy efficient/energy conserving designs and operational programs as required by State and local building codes, such as Title 24. Uses proposed by the Project are not inherently energy intensive, and Project energy demands in total would be comparable to, or less than, other industrial projects of similar scale and configuration (ibid.). Based on the foregoing analysis, the Project's operational energy demand would not be considered inefficient, wasteful, or otherwise unnecessary.</p>				
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: As supported by the proceeding analysis, the Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency and a less-than-significant impact would occur.</p>				
<p><u>Consistency with Federal Energy Regulations</u></p> <p><u>Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)</u></p> <p>Transportation and access to the Project Site is provided by the local and regional roadway systems. The Project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be realized pursuant to the ISTEA because SCAG is not planning for intermodal facilities on or through the Project Site (Urban Crossroads, 2022b, p. 35).</p>				

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ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The Transportation Act for the 21st Century (TEA-21)
 The Project Site is located along major transportation corridors with proximate access to the Interstate freeway system. The property selected for the Project facilitates access, acts to reduce vehicle miles traveled and takes advantage of existing infrastructure systems. The Project supports the strong planning processes emphasized under TEA-21. The Project is therefore consistent with, and would not otherwise interfere with, nor obstruct implementation of TEA-21 (Urban Crossroads, 2022b, p. 35).

Consistency with State Energy Regulations

State of California Energy Plan
 The Project Site is located along major transportation corridors with proximate access to the Interstate freeway system. The location of the Project Site facilitates access and takes advantage of existing infrastructure systems. The Project therefore supports urban design and planning processes identified under the State of California Energy Plan and would not otherwise interfere with, nor obstruct implementation of the State of California Energy Plan (Urban Crossroads, 2022b, p. 36).

California Code Title 24, Part 6, Energy Efficiency Standards
 The Project would design building shells and building components, such as windows; roof systems: electrical and lighting systems: and heating, ventilating, and air conditioning systems to meet 2019 Title 24 Standards. The Project also is required by State law to be designed, constructed, and operated to meet or exceed Title 24 Energy Efficiency Standards. On this basis, the Project is determined to be consistent with, and would not interfere with, nor otherwise obstruct implementation of Title 24 Energy Efficiency Standards (Urban Crossroads, 2022b, p. 36).

Pavley Fuel Efficiency Standards (AB 1493)
 AB 1493 is not directly applicable to the Project as it is a statewide measure establishing vehicle emissions standards; however, is indirectly applicable to the Project because passenger cars and light duty trucks traveling to and from the Project Site are required to comply with the legislation's fuel efficiency requirements. No feature of the Project would interfere with implementation of the requirements under AB 1493 (Urban Crossroads, 2022b, p. 36).

California Renewable Portfolio Standards (SB 1078)
 Established under SB 1078, the California Renewable Portfolio Standards do not directly apply to the Project as it is a statewide measure that establishes a renewable energy mix. Energy directly or indirectly supplied to the Project Site by electric corporations is required by law to comply with SB 1078. On this basis, the Project is determined to be consistent, with, and would not interfere with, nor otherwise obstruct implementation of California Renewable Portfolio Standards (Urban Crossroads, 2022b, p. 36).

Clean Energy and Pollution Reduction Act (SB 350)
 The proposed Project would use energy from MVU, which has committed to diversify their portfolio of energy sources by increasing energy from wind and solar sources. No feature of the Project would interfere with implementation of SB 350. Additionally, the Project would be designed and constructed to implement the energy efficiency measures for new commercial developments and would include several measures designed to reduce energy consumption (Urban Crossroads, 2022b, p. 36).

- Sources:**
1. Urban Crossroads, Inc. 2022b. *Cottonwood & Edgemont Warehouse Energy Analysis*. (Technical Appendix D)

VII. GEOLOGY AND SOILS – Would the project:

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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https://www.conservation.ca.gov/cgs/Documents/SP_042.pdf				
<p>Response: According to a <i>Geotechnical Investigation</i> prepared for the Project by LOR Geotechnical Group Inc. (LOR), which is included as Technical Appendix E to this Initial Study, the Project Site is not located on or near an active fault or within a mapped Alquist-Priolo Earthquake Fault Zone (LOR, 2021, p. 6). Because there are no known faults located on or trending towards the Project Site, the Project would not directly or indirectly expose people or structures to substantial adverse effects related to rupture of a known earthquake fault.</p>				
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: The Project Site is in a seismically active area of southern California and is expected to experience moderate to severe ground shaking during the lifetime of the Project. This risk is not considered substantially different than that of other similar properties in the southern California area. As a mandatory condition of Project approval, the Project would be required to construct the proposed building in accordance with the California Building Standards Code (CBSC), also known as California Code of Regulations (CCR), Title 24 (Part 2), and the Moreno Valley Building Code, which is based on the CBSC with local amendments. The CBSC and Moreno Valley Building Code (Moreno Valley Municipal Code, Chapter 8.20) provide standards that must be met to safeguard life or limb, health, property, and public welfare by regulating and controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of all buildings and structures, and have been specifically tailored for California earthquake conditions. In addition, the CBSC (Chapter 18) and the Moreno Valley Building Code (Chapter 8.21) require development projects to prepare geologic engineering reports to identify site-specific geologic and seismic conditions and implement the site-specific recommendations contained therein, including, but not limited to, recommendations related to ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems in order to preclude adverse effects involving unstable soils and strong seismic ground-shaking. The Project Applicant retained a professional geotechnical firm, LOR, to prepare a geologic investigation for the Project Site (see <i>Technical Appendix E</i>). The geologic investigation included recommendations for design, construction, and grading considerations based on the geological conditions on the Project Site and the Project's site design. The recommendations included seismic design considerations, geotechnical design considerations, site grading recommendations, construction considerations, foundation design and construction, floor slab design and construction, and pavement design parameters. The geologic investigation complies with the requirements of Chapter 18 of the CBSC and Chapter 8.21 of the Moreno Valley Municipal Code. In conformance with the Municipal Code, the City will condition the Project Applicant to comply with the site-specific ground preparation and construction recommendations contained in the Geologic Investigation. With mandatory compliance with building code standards and site-specific design and construction measures, implementation of the Project would not directly or indirectly expose people or structures to substantial adverse effects, including loss, injury, or death, involving seismic ground shaking. Impacts would be less than significant.</p>				
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: According to the Project's geologic investigation and information contained in the City's General Plan, the Project Site is in an area with a very low liquefaction susceptibility (City of Moreno Valley, 2021a, Map S-2; LOR, 2021, p. 8). Notwithstanding, as noted above, the City will require the Project Site be developed in accordance with the latest applicable seismic safety guidelines, including the standard requirements of the CBSC and the Moreno Valley Building Code, to minimize potential liquefaction hazards. In addition, the Project Applicant would be required via conditions of approval to comply with the grading and construction recommendations contained within the Project's geologic investigation for the Project Site to further reduce the risk of seismic-related hazards, including ground failure due to liquefaction. Therefore, implementation of the Project would not directly or indirectly expose people or structures to substantial hazards associated with seismic-related ground failure and/or liquefaction hazards. Impacts would be less than significant.</p>				
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: According to the Project's geologic investigation, the Project Site is relatively flat and is in an area of the City where landslides are not common; additionally, during the field survey, no evidence of</p>				

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ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>mass movement was observed on the Project Site (LOR, 2021, p. 6). Moreover, according to the City's General Plan (refer to Map S-2, <i>Landsliding</i>), the Project Site is located in an area that has a low potential for landslides. The Project would introduce retaining walls along portions of the northern and southern boundaries of the Project Site; however, as required by Moreno Valley Municipal Code Chapter 8.21, the proposed retaining walls would be constructed in accordance with the site-specific recommendations contained within the geologic analysis for the Project Site (see <i>Technical Appendix E</i>). Mandatory compliance with the recommendations contained within the Project Site's geotechnical report would ensure that the Project is engineered and constructed to maximize stability and preclude safety hazards to on-site and abutting off-site areas. Accordingly, the Project would not be exposed to substantial landslide risks, and implementation of the Project would not pose a substantial direct or indirect landslide risk to surrounding properties. Impacts would be less than significant.</p>				
<p>b) Result in substantial soil erosion or the loss of topsoil?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: Grading and earthwork activities associated with Project construction would expose soils to potential short-term erosion by wind and water. The Project Applicant would be required to obtain coverage under the State's General Construction Storm Water Permit for construction activities (NPDES permit). The NPDES permit is required for all development projects that include construction activities, such as clearing, grading, and/or excavation, that disturb at least one (1) acre of total land area. In addition, the Project Applicant would be required to comply with the Santa Ana RWQCB's <i>Santa Ana River Basin Water Quality Control Program</i>. Compliance with the NPDES permit and the Santa Ana River Basin Water Quality Control Program involves the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) for construction-related activities. The Project's SWPPP will specify the Best Management Practices (BMPs) that the Project Applicant will be required to implement during construction activities to ensure that waterborne pollution – including erosion/sedimentation – is prevented, minimized, and/or otherwise appropriately treated prior to surface runoff being discharged from the subject property. Examples of BMPs that may be utilized during construction include, but are not limited to, sandbag barriers, geotextiles, storm drain inlet protection, sediment traps, rip rap soil stabilizers, and hydro-seeding. In addition, the Project Applicant would be required to comply with SCAQMD Rule 403, which would reduce the amount of particulate matter in the air and minimize the potential for wind erosion (SCAQMD, 2005). With mandatory compliance to the requirements noted in the Project's SWPPP, as well as applicable regulatory requirements, the potential for water and/or wind erosion impacts during Project construction would be less than significant.</p>				
<p>Long-term operational impacts related to soil erosion or loss of topsoil would be precluded by compliance with regulatory measures. To meet the requirements of the City's Municipal Storm Water Permit, and in accordance Moreno Valley Municipal Code Section 8.21.170, the Project Applicant would be required to prepare and implement a Water Quality Management Plan (WQMP), which is a site-specific post-construction water quality management program designed to minimize the release of potential waterborne pollutants. The WQMP is required to identify an effective combination of erosion control and sediment control measures (i.e., Best Management Practices) to reduce or eliminate sediment discharge to surface water from storm water and non-storm water discharges. The preliminary WQMP for the Project, which is provided as <i>Technical Appendix 11</i> to the Initial Study, identifies non-structural source control BMPs (such as vacuum sweeping of parking lots as part of routine maintenance), structural source control BMPs (such as utilizing efficient irrigation systems that minimize overspray), and preventive, low impact development BMPs (such as the use of permeable surfaces across the site, catch basin inserts, and an underground retention system) to minimize erosion. The WQMP also is required to establish a post-construction implementation and maintenance plan to ensure on-going, long-term erosion protection. Compliance with the WQMP will be required as a condition of approval for the Project, as will the long-term maintenance of erosion and sediment control features. Because the Project would be required to utilize erosion and sediment control measures to preclude substantial, long-term soil erosion and loss of topsoil, the Project would result in less-than-significant impacts related to soil erosion.</p>				

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ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: As noted under Response VII(a), the Project Site is neither located in an area susceptible to landsliding nor located on a geologic unit or soil that is unstable that would result in on- or off-site landslides. No impact would occur.</p> <p>Lateral spreading is a phenomenon in which large blocks of intact, non-liquefied soil move downslope on a liquefied soil layer. Lateral spreading is a regional event. For lateral spreading to occur, the liquefiable soil zone must be laterally continuous, unconstrained laterally, and free to move along the sloping ground. The Project Site’s potential for lateral spreading is considered low due to the Site’s relatively flat topography, distance from slopes, and no potential for liquefaction (as noted under Response VII(a)). The Project would not be located on a geologic unit or soil that would result in lateral spreading. No impact would occur.</p> <p>According to the United States Geological Survey (USGS), subsidence is the gradual settling or sudden sinking of the Earth’s surface due to removal or displacement of subsurface earth materials. The Project Site was not previously used for underground mining or groundwater extraction. Therefore, the Project Site has a very low potential to be located on a geologic unit or soil that is susceptible to subsidence. Impacts would be less than significant.</p> <p>According to field investigations performed by LOR as part of the geologic investigation, the Project Site is underlain by relatively dense to very dense older alluvial material; thus, the potential for settlement is very low (LOR, 2021, p. 8). Notwithstanding, in accordance with the recommendations contained in the Project’s geologic investigation (which the City of Moreno Valley would assign as conditions of approval pursuant to Municipal Code Section 8.21.050), the Project’s grading activities would include the removal of near surface soils down to competent materials and replacement with properly compacted fill, which would preclude potential soil hazards related to settlement and ensure that potential soil hazards related to settlement remain less than significant (LOR, 2021, p. 13).</p>				
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Response: According to soil testing performed as part of LOR’s geologic investigation of the Project Site, the Site contain soils with a very low expansion potential (LOR, 2021, p. 15). Accordingly, the Project would not create substantial risks to life or property from exposure to expansive soils. No impact would occur.</p>				
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Response: The Project does not propose the use of septic tanks or alternative wastewater disposal systems. No impact would occur.</p>				
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: A <i>Paleontological Assessment</i> was prepared by BFSa and is included as <i>Technical Appendix F</i> to this Initial Study. According to the BFSa’s assessment, the Project Site is underlain by very old alluvial fan deposits from the Middle to Early Pleistocene era, which have a high paleontological resource sensitivity (BFSa, 2022b, p. 8). If Project grading and excavation activities encroach into previously undisturbed Pleistocene-age alluvial deposits, the Project could result in impacts to important paleontological resources that may exist below the ground surface if they are unearthed and not properly</p>				

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<p>protected. Therefore, the Project’s potential to directly or indirectly destroy a unique paleontological resource buried beneath the ground surface is determined to be a significant impact and mitigation is required.</p>				
<p>Implementation of MM GEO-1 through MM GEO-4 would ensure the proper identification and subsequent treatment of any paleontological resources that may be encountered during ground-disturbing activities associated with implementation of the proposed Project. Therefore, with implementation of MM GEO-1 through MM GEO-4, the Project’s potential impacts related to paleontological resources would be reduced to less-than-significant levels.</p>				
<p><u>Mitigation</u></p>				
MM GEO-1	<p>Prior to the issuance of a grading permit, the Project Applicant shall provide evidence to the City of Moreno Valley that a qualified paleontologist has been retained by the Project Applicant to conduct monitoring of excavation activities and has the authority to halt and redirect earthmoving activities in the event that suspected paleontological resources are unearthed.</p>			
MM GEO-2	<p>The paleontological monitor shall conduct full-time monitoring during mass grading, trenching, and excavation operations in undisturbed, very old alluvial fan sediments that occur at depths between 1-5 feet below the existing ground surface on the Project Site. The paleontological monitor shall be equipped to salvage fossils if 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. The paleontological monitor shall be empowered to temporarily halt or divert equipment to allow of removal of abundant and large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined upon exposure and examination by qualified paleontological personnel to have a low potential to contain or yield fossil resources.</p>			
MM GEO-3	<p>Recovered specimens shall be properly prepared to a point of identification and permanent preservation, including screen washing sediments to recover small invertebrates and vertebrates, if necessary. Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage, such as the Western Science Museum in Hemet, California, is required for significant discoveries.</p>			
MM GEO-4	<p>A final monitoring and mitigation report of findings and significance shall be prepared, including lists of all fossils recovered, if any, and necessary maps and graphics to accurately record the original location of the specimens. The report shall be submitted to the City of Moreno Valley prior to building final.</p>			
<p>Sources:</p>				
<ol style="list-style-type: none"> 1. LOR Geotechnical Group, Inc (LOR), <i>Preliminary Geotechnical and Infiltration Feasibility Investigation Proposed Industrial Development APNs 263-190-012, -014, -015, -016, -017, -018, -019, and -036 Moreno Valley, California.</i> (Technical Appendix E) 2. Brian F. Smith and Associates, <i>Paleontological Assessment for the Cottonwood & Edgemont Project,</i> (Technical Appendix F) 3. Moreno Valley General Plan 2040 <ul style="list-style-type: none"> • Chapter 6 – Safety <ul style="list-style-type: none"> - Map S-2, Liquefaction Hazard - Map S-3, Landslide Hazards 3. Moreno Valley Municipal Code Section 8.20 – Moreno Valley Building Code 4. Moreno Valley Municipal Code Section 9.08.160 – Seismic Hazards 5. Moreno Valley Municipal Code Section 8.21.050 – Grading Permit Requirements 6. Moreno Valley Municipal Code Section 9.08.080 – Grading 				

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VIII. GREENHOUSE GAS EMISSIONS – Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Response: A *Greenhouse Gas Analysis* (GHGA, included as *Technical Appendix G*) was prepared by Urban Crossroads to quantify the greenhouse gas (GHG) emissions that would result from Project-related construction and operational activities. The findings of the Project’s GHGA are incorporated into the analysis presented herein.

While estimated Project-related GHG emissions can be calculated, the direct impacts of such emissions on Global Climate Change (GCC) and global warming cannot be determined on the basis of available science because global climate change is a global phenomenon and not limited to a specific locale such as the Project Site and its immediate vicinity. Furthermore, there is no evidence that would indicate that the emissions from a project the size of the proposed Project could directly or indirectly affect the global climate. Because global climate change is the result of GHG emissions, and GHGs are emitted by innumerable sources worldwide, the proposed Project would not result in a direct impact to global climate change; rather, Project-related impacts to global climate change only could be potentially significant on a cumulative basis (Urban Crossroads, 2022c, p. 8). Therefore, the analysis below focuses on the Project’s potential to contribute to global climate change in a cumulatively considerable way.

The City of Moreno Valley has not adopted a numerical threshold for determining the significance of GHG emissions; however, the City has discretion to select an appropriate significance criterion used by other agencies, based on substantial evidence. Specifically, the City has selected the 3,000 Metric Ton of Carbon Dioxide Equivalent Per Year (MTCO₂e/yr) per year threshold recommended by SCAQMD staff for residential and commercial sector projects against which to compare Project-related GHG emissions. If Project-related GHG emissions do not exceed the 3,000 MTCO₂e per year threshold, then Project-related GHG emissions would clearly have a less-than- significant impact. On the other hand, if Project-related GHG emissions exceed 3,000 MTCO₂e per year, the Project would be considered a substantial source of GHG emissions. Refer to the Project’s GHGA (see *Technical Appendix G*) for a detailed discussion regarding the methodology used by SCAQMD to establish the significance threshold and their rationale in support of its use.

The annual GHG emissions associated with the Project are summarized in Table 7. The methodology used to calculate the Project’s GHG emissions is described in detail in the Project’s GHGA (see *Technical Appendix G*).

Table 7 Total Annual Project Greenhouse Gas Emissions

Emission Source	Emissions (MT/yr)			
	CO ₂	CH ₄	N ₂ O	Total CO ₂ e
Annual construction-related emissions amortized over 30 years	12.13	2.16E-03	4.77E-04	12.33
Area Source	0.01	3.00E-05	0.00	0.01
Energy Source	412.53	0.02	5.69E-03	414.80
Mobile Source	664.41	0.02	0.05	679.66
TRU Source				12.70
On-Site Equipment	101.50	0.03	0.00	102.32
Waste	24.48	1.45	0.00	60.66
Water Usage	62.37	0.76	0.02	86.70
Total CO₂e (All Sources)	1,369.19			

Source: (Urban Crossroads, 2022c) Table 3-6

As shown above, the Project will result in approximately 1,369.19 MTCO₂e emissions annually, which would not exceed the significance threshold of 3,000 MTCO₂e per year. Therefore, the Project would not generate substantial GHG emissions – either directly or indirectly – that would have a significant impact on the environment. Impacts would be less than significant.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: The Project would comply with a number of regulations, policies, plans, and policy goals that would reduce GHG emissions, including the Assembly Bill 32 (AB 32), and Senate Bill 32 (SB 32), which are regulations applicable to the Project. For more information on these regulations as well as other state-wide plans, policies, and regulations associated with GHG emissions that are not applicable to the Project, refer to the Project’s GHGA (see <i>Technical Appendix G</i>).</p> <p>On October 9, 2012, the Moreno Valley City Council approved an Energy Efficiency and Climate Action Strategy and related GHG analysis. The Energy Efficiency and Climate Action Strategy document identifies potential programs and policies to reduce overall City energy consumption and increase the use of renewable energy. The majority of the policies are directed at municipal operations of the City, but the document also contains recommended policies for the community at large (including private development projects). These recommended policies include but are not limited to energy efficiency, water use reduction, trip reduction, solid waste diversion, and educational policies. The overall goal of the Energy Efficiency and Climate Action Strategy is to ensure that the City is consistent with and would not otherwise conflict with the provisions of AB 32. As demonstrated by the analysis below, the Project would not conflict with the provisions of SB 32, which as a successor to AB 32 requires more stringent GHG emissions reductions than AB 32, and, therefore, would not obstruct implementation of the components of the City’s Energy Efficiency and Climate Action Strategy that are applicable to the Project.</p> <p>Additionally, as part of the adoption of General Plan 2040, the City adopted a Climate Action Plan (CAP). The CAP establishes an inventory of the City’s baseline (year 2018) GHG emissions, quantifies the City’s long-term GHG emissions, and establishes the measures the City will implement – including requirements for new development projects to be energy efficient – to achieve the year 2030 GHG emissions reduction goals of SB 32 as well as additional GHG emissions through the General Plan’s horizon year (2040). As demonstrated by the analysis below, the Project would not conflict with the provisions of SB 32, and, therefore, would neither conflict with the CAP nor hinder or delay the City’s ability to meet the GHG emissions reductions targets that are outlined in the CAP.</p> <p>In April 2015, Governor Edmund Brown Jr. signed Executive Order B-30-15, which advocated for a statewide GHG-reduction target of 40 percent below year 1990 levels by 2030 and 80 percent below 1990 levels by 2050. In September 2016, Governor Brown signed the Senate Bill (SB) 32. SB 32 formally established a statewide goal to reduce GHG emissions to 40 percent below year 1990 levels by 2030. To date, no statutes or regulations have been adopted to translate the year 2050 GHG reduction goal into comparable, scientifically based Statewide emission reduction targets.</p> <p>CARB identified measures in their 2017 Scoping Plan Update to identify the measures that would achieve the emissions reductions goals of SB 32. As explained in point-by-point detail in Section 3.7 of the Project’s GHGA (refer to Table 3-7 of <i>Technical Appendix G</i>), the Project would not conflict with applicable measures of the 2017 Scoping Plan Update and would not preclude/obstruct implementation of the Scoping Plan Update (Urban Crossroads, 2022c, pp. 49-53).</p> <p>According to research conducted by the Lawrence Berkeley National Laboratory and supported by the CARB, California, under its existing and proposed GHG reduction policies (i.e., CARB Scoping Plan), is on track to meet the year 2030 reduction targets established by SB 32 (Urban Crossroads, 2022c, p. 29). As described above, the Project would not conflict with or obstruct implementation of the CARB Scoping Plan; therefore, the Project would not interfere with the State’s ability to achieve the year 2030 GHG-reduction target established by SB 32.</p> <p>Rendering a significance determination for year 2050 GHG emissions relative to Executive Order (EO) B-30-15 would be speculative because EO B-30-15 establishes a goal more than three decades into the future; no agency with GHG subject matter expertise has adopted regulations to achieve these statewide goals at the Project-level; and available analytical models cannot presently quantify all Project-related emissions in those future years. Further, due to the technological shifts anticipated and the unknown parameters of the regulatory framework in 2050, available GHG models and the corresponding technical</p>				

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analyses are subject to limitations for purposes of quantitatively estimating the Project's emissions in 2050.				
Based on the foregoing analysis, the Project would not conflict with the State's ability to achieve the State-wide GHG reduction mandates and would be consistent with applicable policies and plans related to GHG emissions reductions. Impacts would be less than significant.				
Sources: 1. Urban Crossroads, Inc (Urban Crossroads). 2022c. <i>Cottonwood & Edgemont Warehouse Greenhouse Gas Analysis</i> . (Technical Appendix G)				
IX. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Response: A <i>Phase I Environmental Site Assessment (ESA)</i> (Technical Appendix H) was prepared for the Project by Partner Engineering and Science, Inc. (Partner). As part of the Phase I ESA efforts, Partner conducted a visual inspection of the Project Site, researched regulatory hazardous materials databases, and reviewed historical reference materials (including aerial photographs, topographic maps, and City of Moreno Valley directories). The analysis below, which incorporates the findings of Partner's research, addresses the potential effects related to hazardous materials that may be uncovered on the Project Site under existing conditions or may be utilized while constructing and/or operating the Project.				
<u>Existing Site Conditions Impacts</u> The Project Site is vacant and undeveloped and has been so since approximately 1994. Prior to 1994, the Project Site contained multiple residences (from at least 1938). Based on a review of historic regulatory agency hazardous materials databases, historic site aerial photographs, and a reconnaissance of the Project Site, SCS determined that the Project Site does not contain any recognized environmental conditions (RECs) (Partner, 2021, p. 6). A REC is the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: 1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. Based on the lack of observed or historic hazardous conditions on the Project Site, implementation of the Project would not create a significant hazard to the public or environment through routine transport, use, or disposal of hazardous materials from the Project Site under existing conditions. A less-than-significant impact would occur.				
<u>Construction-Related Impacts</u> Heavy equipment (e.g., dozers, excavators, tractor) would operate on the subject property during construction of the Project. Heavy equipment is typically fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which is considered hazardous if improperly stored or handled. Also, materials such as paints, adhesives, solvents, and other substances typically used in building construction would be located on the Project Site during construction. Improper use, storage, or transportation of hazardous materials can result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. This is a standard risk on all construction sites, and there would be no greater risk for improper handling, transportation, or spills associated with the proposed Project than would occur on any other similar construction site. Construction contractors would be required to comply with all applicable federal, State, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited requirements imposed by the Environmental Protection Agency (EPA), US Department of Transportation regulations listed in the Code of Federal Regulations (Title 49, Hazardous Materials Transportation Act); California Department of Transportation standards; California Department of Toxic Substances Control (DTSC), SCAQMD, Santa Ana Regional Water Quality Control Board (RWQCB), and the California Department of Industrial Relations Division of Occupational Safety and Health (DOSH), better known as Cal/OSHA. With mandatory compliance to applicable hazardous materials regulations, the Project would not create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials during the construction phase. Impacts would be less than significant.				

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ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><u>Long-Term Operational Impacts</u></p> <p>The Project Site would be used for industrial land uses, which could include warehouse distribution businesses. There is the potential for hazardous materials (e.g., diesel fuel, cleansers, lubricants) to be used during the course of normal daily operations at the Project Site with these types of users. State and federal Community-Right-to-Know laws allow the public access to information about the amounts and types of chemicals that may be used by businesses on the Project Site. Laws also are in place that requires businesses to plan and prepare for possible chemical emergencies. Any business that occupies a building on the Project Site and that handles hazardous materials (as defined in Section 25500 of California Health and Safety Code, Division 20, Chapter 6.95) will require a permit from the Moreno Valley Fire Department Hazardous Materials Division in order to register the business as a hazardous materials handler. Such businesses also are required to comply with California’s Hazardous Materials Release Response Plans and Inventory Law, which requires immediate reporting to the County of Riverside Fire Department and the State Office of Emergency Services regarding any release or threatened release of a hazardous material, regardless of the amount handled by the business. In addition, any business handling at any one time, greater than 500 pounds of solid, 55 gallons of liquid, or 200 cubic feet of gaseous hazardous material, is required, under Assembly Bill 2185 (AB 2185), to file a Hazardous Materials Business Emergency Plan (HMBEP). A HMBEP is a written set of procedures and information created to help minimize the effects and extent of a release or threatened release of a hazardous material. The intent of the HMBEP is to satisfy federal and State Community Right-To-Know laws and to provide detailed information for use by emergency responders.</p> <p>If businesses that use or store hazardous materials occupy the Project, the business owners and operators would be required to comply with all applicable federal, state, and local regulations to ensure proper use, storage, use, emission, and disposal of hazardous substances (as described above). With mandatory regulatory compliance, the Project is not expected to pose a significant hazard to the public or the environment through the routine transport, use, storage, emission, or disposal of hazardous materials, nor would the Project increase the potential for accident conditions which could result in the release of hazardous materials into the environment.</p> <p>With mandatory regulatory compliance, potential hazardous materials impacts associated with long-term operation of the Project are determined to be less than significant and mitigation is not required.</p>				
<p>b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: Accidents involving hazardous materials that could pose a significant hazard to the public or the environment would be highly unlikely during the construction and long-term operation of the Project and are not reasonably foreseeable. As discussed above under Response IX(a), the transport, use, and handling of hazardous materials on the Project Site during construction is a standard risk on all construction sites, and there would be no greater risk for upset and accidents than would occur on any other similar construction site. Upon buildout, the Project Site would operate as a warehouse distribution center. Based on the operational characteristics of warehouse distribution centers, it is possible that hazardous materials could be used during a future occupant’s daily operations; however, as discussed above under Response IX(a), the Project Applicant would be required to comply with all applicable local, State, and federal regulations related to the transport, handling, and usage of hazardous material. Accordingly, impacts associated with the accidental release of hazardous materials would be less than significant during both construction and long-term operation of the Project and mitigation would not be required.</p>				

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c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Response: There are no existing or proposed schools within 0.25-mile of the Project Site (Google Earth, 2022). The nearest existing school to the Project Site is Towngate Elementary School, which is located approximately 0.75-mile northeast of the Project Site. Thus, the Project would not have a significant effect in emitting hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25-mile of an existing or proposed school. No impact would occur.</p>				
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 it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Response: Partner conducted a review of hazardous materials databases while preparing the Project's Phase I ESA (refer to Section 4.0 of <i>Technical Appendix H</i>). Partner determined that the Project Site is not included on any hazardous materials database list, including hazardous materials databases compiled pursuant to Government Code Section 65962.5 (Partner, 2021, pp. 9-13). No impact would occur.</p>				
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 result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: The Project Site is located approximately 1.0-mile northwest of the March Air Reserve Base / Inland Port (MARB/IP) Airport. According to the MARB/IPA Airport Land Use Compatibility Plan (ALUCP), the Project Site is located within the Inner Approach/Departure Zone (Compatibility Zone B1) and the Primary Approach/Departure Zone (Compatibility Zone C1) (RCALUC, 2014, Map A-1). Properties within Compatibility Zones B1 and C1 are subject to relatively high accident hazard potential and noise levels associated with aircraft operations, and sensitive land uses such as schools, hospitals, and congregate care facilities are prohibited; however, uses non-sensitive uses – like the light industrial use proposed by the Project – are allowed within Zones B1 and C1 subject to density restrictions. The Project would be consistent with the density restrictions of the ALUCP. The Project would not result in safety hazards for people residing or working in the Project area. Impacts would be less than significant.</p>				
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Response: The Project Site does not contain any emergency facilities under existing conditions, nor does it serve as an emergency evacuation route (City of Moreno Valley, 2017, p. 97); there is no potential for the Project to adversely affect an existing emergency response or evacuation plan. During construction and at Project buildout, the Project would be required to maintain adequate emergency access for emergency vehicles as required by the City. As part of the City's discretionary review process, the City of Moreno Valley reviewed the Project to ensure that appropriate emergency ingress and egress would be available to-and-from the proposed warehouse building for public safety and determined that the Project would not substantially impede emergency response times in the local area. Accordingly, implementation of the proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan, and no impact would occur.</p>				
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Response: According to Map S-5, <i>Fire Hazard Severity Zones</i>, of the City's General Plan, the Project Site is not within a fire hazard severity zone (FHSZ) or is in proximity to a FHSZ (City of Moreno Valley,</p>				

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2021a). No wildlands are located on or adjacent to the Project Site and the Project Site is largely disturbed or devoid of vegetation and surrounded on all sides by developed or maintained properties and paved roads. Thus, implementation of the proposed Project would not 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. No impact would occur.

Sources:

1. Partner Engineering and Science, Inc. (Partner). 2022. *Phase I Environmental Site Assessment Report*. (Technical Appendix H)
2. Moreno Valley General Plan 2040
 - Chapter 6 – Safety Element
 - Map S-5 – Fire Hazard Severity Zones
 - Map S-7 – Emergency Evacuation Risk Assessment
3. Local Hazard Mitigation Plan 2017
4. Riverside County Airport Land Use Commission, March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, <http://www.rcaluc.org/Portals/13/17%20-%20Vol.%201%20March%20Air%20Reserve%20Base%20Final.pdf?ver=2016-08-15-145812-700>

X. HYDROLOGY AND WATER QUALITY – Would the project:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Response: As demonstrated in the analysis below, the Project would not violate any water quality standards or waste discharge requirements.

As part of Section 402 of the Clean Water Act, the U.S. Environmental Protection Agency (EPA) has established regulations under the NPDES program to control direct storm water discharges. In California, the State Water Resources Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The NPDES program regulates industrial pollutant discharges, which include construction activities. The SWRCB works in coordination with the Regional Water Quality Control Boards (RWQCB) to preserve, protect, enhance, and restore water quality. The City of Moreno Valley, including the Project Site, is within the jurisdiction of the Santa Ana RWQCB.

The Project has the potential to result in water quality impacts during short-term construction activities. The grading/excavation required for Project implementation would temporarily result in exposed soils that may be subject to wind and water erosion. Although erosion occurs naturally in the environment, improperly managed construction activities can lead to substantially accelerated rates of erosion that are considered detrimental to the environment. As such, short-term water quality impacts have the potential to occur during construction of the Project in the absence of any protective or avoidance measures. Pursuant to the requirements of the Santa Ana RWQCB and the City of Moreno Valley (Municipal Code Chapter 8.10 et seq. and Section 8.21.170), the Project Applicant would be required to obtain coverage under the State’s General Construction Storm Water Permit (NPDES Permit). The NPDES Permit is required for all projects that include construction activities, such as clearing, soil stockpiling, grading, and/or excavation that disturb at least one (1) acre of total land area, as is the case with the proposed Project. In addition, the Project Applicant would be required to comply with the Santa Ana RWQCB’s *Santa Ana River Basin Water Quality Control Program*. Compliance with the NPDES Permit and the *Santa Ana River Basin Water Quality Control Program* involves the preparation and implementation of a SWPPP for construction-related activities, including grading. The SWPPP will specify the BMPs that the Project Applicant would be required to implement during construction activities to ensure that all potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. Examples of BMPs that may be utilized during construction include, but are not limited to, sandbag barriers, geotextiles, storm drain inlet protection, sediment traps,

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rip rap soil stabilizers, and hydro-seeding. Mandatory compliance with the SWPPP would ensure that the Project's construction does not violate any water quality standards or waste discharge requirements.

Stormwater pollutants that may be produced during Project operation include bacterial indicators, metals, nutrients, pesticides, sediments, trash & debris, oil & grease, and toxic organic compounds (CASC, 2021b, p. 22). The Project Applicant would be required to implement a WQMP to demonstrate compliance with the City's NPDES municipal stormwater permit, and to minimize the release of potential waterborne pollutants, including pollutants of concern for downstream receiving waters. The WQMP is a site-specific post-construction water quality management program designed to address the pollutants of concern of a development project via BMPs, implementation of which ensures the on-going protection of the watershed basin. The Project's preliminary WQMP is included as Technical Appendix H to this EIR. As identified in the preliminary WQMP, the Project is designed to include structural source control BMPs (including underground detention basin and modular wetland system) as well as operational source controls (including but not limited to: drainage system maintenance, storm drain system stenciling and signage, and implementation of minimal pesticide use) to minimize, prevent, and/or otherwise appropriately treat stormwater runoff flows before they are discharged from the site. Compliance with the WQMP would be required as a condition of Project approval pursuant to Municipal Code Chapter 8.10 and Municipal Code Section 8.21.170, and long-term maintenance of on-site BMPs would be required to ensure their long-term effectiveness. Therefore, water quality impacts associated with long-term operational activities would be less than significant.

Additionally, the NPDES program requires certain land uses, including the industrial land uses proposed by the Project, to prepare a SWPPP for operational activities and to implement a long-term water quality sampling and monitoring program, unless an exemption has been granted. On April 1, 2014, the California State Water Resources Control Board adopted an updated new NPDES permit for storm water discharge associated with industrial activities (referred to as the "Industrial General Permit"). The new Industrial General Permit, which is more stringent than the former Industrial General Permit, became effective on July 1, 2015. Under this currently effective Industrial General Permit, the Project Applicant would be required to prepare a SWPPP for operational activities and implement a long-term water quality sampling and monitoring program or receive an exemption. Because the permit is dependent upon a detailed accounting of all operational activities and procedures, and the Project's building users and their operational characteristics are not known at this time, details of the operational SWPPP (including BMPs) or potential exemption to the SWPPP operational activities requirement cannot be determined with certainty at this time. However, based on the performance requirements of the Industrial General Permit, the Project's mandatory compliance with all applicable water quality regulations would further reduce potential water quality impacts during long-term operation.

Based on the foregoing analysis, the Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality during construction or long-term operation. Impacts would be less than significant.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Response: The Project Applicant does not propose the use of any wells or other groundwater extraction activities on the Project Site. Therefore, the Project would not directly extract groundwater resources. Accordingly, implementation of the proposed Project has no potential to substantially deplete or decrease groundwater supplies and the Project's impact to groundwater supplies would be less than significant.

Development of the Project would increase impervious surface coverage on the property, which would reduce the amount of water percolating down into the underground aquifer that underlies the Project Site and a majority of the City. However, and as noted in the City's General Plan EIR, the impact of an incremental reduction in groundwater would not be significant as domestic water supplies are not reliant on groundwater as a primary source (City of Moreno Valley, 2021c, pp. 4.10-5). With buildout of the

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<p>Project, the local groundwater levels would not be substantially adversely affected. Accordingly, buildout of the Project would not interfere substantially with groundwater recharge.</p>				
<p>For the reasons stated above, the Project would neither substantially deplete groundwater supplies nor interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. Impacts would be less than significant.</p>				
<p>c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:</p>				
<p>i) Result in substantial erosion or siltation on- or off-site?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: Under existing conditions, the Project Site drains from the south to the north as surface sheet flow, with runoff ultimately flowing unto the Edgemont Channel. (CASC, 2021a, p. 1)</p>				
<p>The Project would mass grade the entire property and construct two light industrial buildings and associated improvements, which would change the Project Site's existing ground contours and alter the existing drainage patterns interior to the Project Site. Upon buildout of the Project, stormwater flow generated on the Project Site would flow through the proposed on-site storm drain system and discharge to the Edgemont Channel (as occurs under existing conditions).</p>				
<p>Although the Project would alter the subject property's drainage patterns, such changes would not result in substantial erosion or siltation on- or off-site. Under post-development conditions, a majority of the Project Site would be covered with impervious surfaces and, therefore, the amounts of exposed soils on the Project Site would be minimal. Also, as discussed under Response X(a), the Project would construct an integrated storm drain system on-site with BMPs to minimize the amounts of water-borne pollutants carried from the Project Site. The BMPs proposed by the Project are effective at removing sediment from stormwater runoff flows (CASC, 2021b, p. 7). Therefore, stormwater runoff flows leaving the Project Site would not carry substantial amounts of sediment. Once stormwater runoff leaves the Project Site, it would be discharged to the proposed public storm drain line running through the Project Site that will be constructed as part of the Project. Because stormwater runoff from the Project Site would be discharged with a relatively low flow rate within an existing, concrete-lined drainage channel (i.e., Edgemont Channel), there is no potential for the Project's stormwater runoff to result in substantial erosion as it leaves the Project Site. Accordingly, implementation of the Project would not result in substantial erosion or siltation on- site or off-site, and a less-than-significant impact would occur.</p>				
<p>ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: Proposed grading and earthwork activities on the Project Site would alter the Site's existing drainage patterns but would not substantially alter the drainage pattern of the local area, as runoff within the Project Site and from I-215 Frontage Road and Edgemont Street would continue to flow northerly to the Edgemont Channel as occurs under existing conditions. Furthermore, according to a <i>Preliminary Drainage Study</i> prepared for the Project (see <i>Technical Appendix I2</i>), runoff flows discharged from the Project Site during peak storm events would not exceed existing volumes and flow rates (CASC, 2021a, p. 4). Accordingly, implementation of the Project would not substantially increase the rate or amount of surface water runoff discharged from the site in a manner that would result in flooding on- or off-site or that would exceed the capacity of the existing stormwater drainage system servicing the Project Site. Impacts would be less than significant.</p>				
<p>iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: The Project's proposed storm drain system is sized and designed to discharge on-site flows at a volume and rate that does not exceed existing conditions and can be accommodated by existing storm drain facilities. Accordingly, implementation of the Project would not create or contribute runoff</p>				

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<p>water that would exceed the capacity of the existing stormwater drainage system servicing the Project Site. Impacts would be less than significant.</p> <p>As discussed under Response X(a), the Project Applicant would be required to comply with a future SWPPP and the Project's Preliminary WQMP (<i>Technical Appendix I1</i>), which identify required BMPs to be incorporated into the Project to ensure that near-term construction activities and long-term post-development activities of the proposed Project would not result in substantial amounts of polluted runoff. Therefore, with mandatory compliance with the Project's SWPPP and WQMP, the Project would not create or contribute substantial additional sources of polluted runoff, and impacts would be less than significant.</p>				
<p>iv) Impede or redirect flood flows?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: According to Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) No. 06065C0745G the Project Site is primarily located within FEMA Flood Zone X (unshaded), with the remainder of the Site (the northeast portion) is located within FEMA Flood Zone X (shaded). The FEMA Flood Zone X (unshaded) is defined as areas of minimal flood hazard, located outside a special flood hazard area (SFHA) and with less than a 0.2 percent annual chance flood. The FEMA Flood Zone X (shaded) is defined as areas of moderate flood hazards, but not within a SFHA, and are between the limits of the 1 percent annual flood and the 0.2 percent annual flood. (FEMA, 2008; FEMA, 2020) Although FEMA Flood Zone X (shaded) is not considered a SFHA, the Project would not place any vertical structures or other improvements on the portion of the Site located within the Flood Zone X (shaded) area that could impede or redirect flood flows. Based on the foregoing analysis, the Project would not impede or redirect flood flows and impacts would be less than significant.</p>				
<p>d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Response: The Project Site is not within a 100-year flood hazard zone. Therefore, the Project does not have the potential to release pollutants due to 100-year flood inundation (FEMA, 2020). A tsunami is a sea wave, commonly referred to as a tidal wave, produced by a significant undersea disturbance such as tectonic displacement of a seafloor associated with large, shallow earthquakes. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. The Project Site is located approximately 45 miles northeast of the Pacific Ocean. Due to distance, the Project would not be subject to tsunami-related inundation. Additionally, there are no enclosed or semi-enclosed bodies of water in proximity to the Project Site. Due to distance, the Project would not be subject to seiche related inundation. No impacts would occur.</p>				
<p>e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: The Project Site is within the Santa Ana River Basin and Project-related construction and operational activities would be required to comply with the Santa Ana RWQCB's <i>Santa Ana River Basin Water Quality Control Plan</i> by preparing and adhering to a SWPPP and WQMP. Implementation of the Project would not conflict with or obstruct the Santa Ana River Basin Water Quality Control Plan and impacts would be less than significant.</p> <p>Additionally, as discussed under Response X(a) above, the Project would not substantially decrease groundwater supplies nor interfere substantially with groundwater recharge and, therefore, is not expected to conflict with or obstruct a sustainable groundwater management plan. Further, BSMWC produces potable groundwater from the San Bernardino – Riverside Groundwater Basin – South, which is an adjudicated basin (DWR, 2022a; DWR, 2022b). Adjudicated basins are exempt from the 2014 Sustainable Groundwater Management Act (SGMA) requirement to develop Groundwater Sustainability Plan because such basins already operate under a court-ordered water management plan to ensure their long-term sustainability. No component of the Project would obstruct with or prevent implementation of the management plan for the San Bernardino – Riverside Groundwater Basin – South. As such, the Project's construction and operation would not conflict with any sustainable groundwater management plan. Impacts would be less than significant.</p>				

Attachment: Exhibit A to Resolution No. 2023-04 [Revision 1] (6149 : Master Plot Plan, a Plot Plan and a Tentative Parcel Map)

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Sources:</p> <ol style="list-style-type: none"> CASC Engineering and Consulting, 2021a, <i>Preliminary Hydrology Calculations</i>. (Technical Appendix I1) CASC Engineering and Consulting, 2021b, <i>Project-Specific Water Quality Management Plan</i>. (Technical Appendix I2) Federal Emergency Management Agency (FEMA) – Flood Map Service Center: Flood Insurance Rate Map No. 06065C0745G, https://msc.fema.gov/portal/search?AddressQuery=Edgemont%2C%20CA#searchresultsanch or Federal Emergency Management (FEMA) Flood Zones – Glossary https://www.fema.gov/glossary/flood-zones Google Earth Pro Department of Water Resources, Adjudicated Basins Annual Reporting, https://sgma.water.ca.gov/webgis/index.jsp?appid=adjbasin Department of Water Resources, Basin Prioritization https://gis.water.ca.gov/app/bp-dashboard/final/ 				
<p>XI. LAND USE AND PLANNING – Would the project:</p>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Response: Development of the Project would not physically disrupt or divide the arrangement of an established community. Under existing conditions, the Project Site is bordered by Old 215 Frontage Road on the west, Edgemont Street on the east, and legal non-conforming residences on the north and south. The residences that border the Project Site on the north and south are separated by existing walls/fencing. Accordingly, the Project would not physically divide an established community because the site is already physically separated from abutting properties. Furthermore, the Project Site is not needed for access to any surrounding properties and development of the Project would not isolate an existing surrounding use. No impact would occur.</p>				
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: The Project would develop the subject property in accordance with its underlying General Plan land use and zoning designations and would not conflict with any applicable policies contained in the General Plan or applicable zoning regulations/development standards contained in the Municipal Code. Because the Project would have no conflict with the General Plan and/or zoning regulations, no significant environmental impact would occur from such a conflict. Additionally, the Project would not conflict with any applicable goals, objectives, and policies of the SCAQMD's AQMP, SCAG's <i>Connect SoCal 2020-2045 RTP/SCS</i>, and SCAG's <i>Regional Comprehensive Plan</i>. Impacts would be less than significant.</p>				
<p>Sources:</p>				
<ol style="list-style-type: none"> Moreno Valley Zoning Map, https://www.moval.org/city_hall/general-plan2040/NewZoning.pdf Moreno Valley Adopted Land Use Map, https://www.moval.org/city_hall/general-plan2040/GP-LandUseMap.pdf 				
<p>XII. MINERAL RESOURCES – Would the project:</p>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Response: The Project Site is not within an area known to be underlain by regionally- or local- important mineral resources (City of Moreno Valley, 2021c, p. 4.12-4). Implementation of the proposed Project would not result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State of California. In addition, the City's General Plan EIR does not identify any locally-important mineral resource recovery sites on or within close proximity to the Project Site. No impacts would occur.</p>				

Attachment: Exhibit A to Resolution No. 2023-04 [Revision 1] (6149 : Master Plot Plan, a Plot Plan and a Tentative Parcel Map)

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Response: Refer to Response XII(a), above. Implementation of the proposed Project would not result in the loss of a locally-important mineral resource recovery site. No impact would occur.				

Sources:

1. Final Environmental Impact Report City of Moreno Valley General Plan 2040
 - Section 4.12 – Mineral Resources

XIII. NOISE – Would the project result in:

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Response: A *Noise Impact Analysis* (NIA) was prepared for the Project by Urban Crossroads to evaluate Project-related long-term operational and short-term construction noise impacts. Additionally, Urban Crossroads prepared a supplemental noise analysis (SNIA) to evaluate Project-related off-site, short-term construction noise impacts. The NIA is included as *Technical Appendix J1* and the SNIA is included as *Technical Appendix J2* to this Initial Study and their findings are summarized on the following pages. Refer to Appendices 7.1 through 8.2 of the Project’s NIA for detailed noise calculation worksheets.

Construction Noise Impact

Construction activities on the Project Site would create temporary periods of noise when heavy construction equipment is in operation and would cause a short-term increase in ambient noise levels. Each construction stage has a specific equipment mix, depending on the work to be completed during that stage. As a result, each stage has its own noise characteristics; some stages have higher continuous noise levels than others, and some have higher impact noise levels than others. The Project’s construction activities are expected to occur in the following stages: 1) site preparation; 2) grading; 3) building construction; 4) paving; and 5) application of architectural coatings. The maximum daytime Project construction noise levels at representative sensitive receptor locations near the Project Site are summarized in Table 8 (refer to Exhibit 8-A of the Project’s NIA for receptor locations). Table 8 also presents maximum daytime (7:01 am – 7:59 pm) construction noise levels at a distance of 200 feet from the Site, which is the standard for evaluation established by the City’s Municipal Code (see Chapter 11.80).

Table 8 Daytime Construction Equipment Noise Level Summary

Receiver Location ¹	Construction Noise Levels (dBA L _{eq})					
	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Levels ²
R1	64.0	67.0	65.0	67.0	61.0	67.0
R2	66.9	69.9	67.9	69.9	63.9	69.9
R3	59.4	62.4	60.4	62.4	56.4	62.4
R4	59.2	62.2	60.2	62.2	56.2	62.2
R5	59.9	62.9	60.9	62.9	56.9	62.9
R6	58.4	61.4	59.4	61.4	55.4	61.4
at 200'	58.0	61.0	59.0	61.0	55.0	61.0

¹ Noise receiver locations are shown on Exhibit 10-A of the Project’s NIA (see *Technical Appendix J1*).

² Construction noise level calculations based on distance from the construction activity, which is measured from the Project Site boundary to the nearest receiver locations. CadnaA construction noise model inputs are included in Appendix 8.1 of the Project’s NIA.

Source: (Urban Crossroads, 2022d, Table 10-2)

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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As shown in Table 8, maximum construction noise levels are expected to range between 61.0 to 69.9 A-weighted decibels (dBA) equivalent sound level (L_{eq}) at the nearest receiver locations and 61.0 dBA L_{eq} at 200 feet from the property line of the Project Site. Pursuant to Moreno Valley Municipal Code Section 11.80.030(C), a significant impact would occur if Project construction activities were to generate daytime noise levels of 65 dBA L_{eq} or higher when measured at 200 feet from the Project Site boundary. Because Project construction activities would result in maximum noise levels of 61.0 dBA L_{eq} when measured at a distance of 200 feet from the Project Site, construction activities on the Project Site would not exceed the standard established by the Moreno Valley Municipal Code. Noise impacts from daytime construction activities would be less than significant.

There is the potential that specific construction activities (i.e., concrete pouring) could occur on the Project Site outside of daytime hours. Because the City's Municipal Code does not allow construction activities outside of daytime hours by right, the City would be required to approve any nighttime concrete pouring activities, pursuant to Municipal Code Section 11.80.030(D)(7). If nighttime construction activities were to occur, noise levels above 60 dBA L_{eq} at 200 feet from the Project Site would exceed the standards established in the City's Municipal Code (Section 11.80.030(C)). The only Project construction activities that have a reasonable potential to occur during nighttime hours are concrete pouring. Noise levels for nighttime concrete pouring are listed in Table 9.

As shown in Table 9, maximum nighttime concrete pour activities would not exceed 51.1 at nearby sensitive receptor locations or 47.2 dBA L_{eq} at a distance of 200 feet from the Project Site. Because potential nighttime concrete pouring activities would not exceed 60 dBA L_{eq} at a distance of 200 feet from the Project Site, Project construction would not exceed the standard established by the Moreno Valley Municipal Code. Impacts during nighttime construction activities would be less than significant.

Table 9 Nighttime Concrete Pour Noise Level Compliance

Receiver Location ¹	Use	Construction Noise Levels (dBA L _{eq})		
		Paving Construction ²	Nighttime Threshold ³	Threshold Exceeded? ⁴
R1	Residence	36.6	60	No
R2	Residence	39.3	60	No
R3	Church	41.0	60	No
R4	Residence	47.4	60	No
R5	Residence	51.1	60	No
R6	Residence	46.3	60	No
at 200'	-	47.2	60	No

¹ Noise receiver locations are shown on Exhibit 10-B of the Project's NIA (see *Technical Appendix J1*).

² Paving construction noise level calculations based on distance from the construction noise source activity to nearby receiver locations.

³ Exterior noise level standards as shown on Table 3-2 of *Technical Appendix J1*.

⁴ Do the estimated Project construction noise levels exceed the nighttime construction noise level threshold?

Source: (Urban Crossroads, 2022d, Table 10-3)

Off-Site Improvements Construction Noise Impact

To support the Project's proposed development, off-site water line and storm drain improvements are proposed as part of the Project. As previously discussed, the Project proposes waterline improvements within the existing ROWs for Old 215 Frontage Road and Cottonwood Avenue and proposes a new connection to the existing concrete-lined Edgemont Channel. The Project also includes the construction of a new outlet within the Edgemont Channel.

As with the Project's on-site construction activities, the Project's off-site construction activities would be required to comply with the City's stationary-source noise level limits of 65 dBA L_{eq} when measured at a distance of 200 feet or more from the source during the daytime hours. At 200 feet from the source, the Project's off-site improvements are calculated to generate a construction source noise level of 63.3 dBA L_{eq}. (Urban Crossroads, 2022g, pp. 1-3) It is anticipated that the off-site improvements would proceed linearly along a proposed alignment and would not take place at one location for the entire duration of construction. Construction noise from this work would, therefore, be relatively short term because it

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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would take place for only a matter of days at the analyzed sensitive uses. As water pipe construction work moves linearly along the alignment and farther from sensitive uses, noise levels would be reduced. The construction noise analysis shows that the off-site construction noise levels will satisfy the City of Moreno Valley daytime 65 dBA Leq significance threshold at 200 feet during Project construction activities and impacts would be less than significant. (Urban Crossroads, 2022g, p. 3)

Operational Noise Impact

Stationary (on-site) noise sources associated with long-term Project operation are expected to include idling trucks, delivery truck and automobile parking, delivery truck backup alarms, roof-mounted equipment (e.g., heating/ventilation equipment), as well as noise associated with the loading and unloading of goods. The daytime and nighttime stationary maximum noise levels associated with Project operation at nearby sensitive receptor locations (the same receptor locations used for the construction analysis, above) and at 200 feet from the Project Site are summarized in Table 10.

Table 10 Operational Noise Levels

Receiver Location ¹	Project Operational Noise Levels (dBA Leq) ²		Noise Level Standards (dBA Leq) ³		Noise Level Standards Exceeded? ⁴	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	54.6	54.6	65	60	No	No
R2	56.5	56.5	65	60	No	No
R3	55.0	55.0	65	60	No	No
R4	55.9	55.8	65	60	No	No
R5	49.4	48.2	65	60	No	No
R6	47.5	46.3	65	60	No	No
at 200'	52.3	52.1	65	60	No	No

¹ See Exhibit 8-A of *Technical Appendix J1*.

² Project operational noise levels as shown on Tables 9-3 and 9-4 of *Technical Appendix J1*

³ Exterior noise level standards per Table 4-1 of *Technical Appendix J1*.

⁴ Do the estimated Project operational noise source activities exceed the noise level standards?

"Daytime" = 8:00 a.m. - 10:00 p.m.; "Nighttime" = 10:01 p.m. - 7:59 a.m.

Source: (Urban Crossroads, 2022d, Table 9-5)

As shown in Table 10, the Project's operational noise levels would comply with the City's 65 dBA Leq daytime and 60 dBA Leq nighttime exterior noise level standard at a distance of 200 feet from the Project Site. Also, operational noise levels would not exceed 65 dBA Leq (daytime) or 60 dBA Leq (nighttime) at any sensitive receptor in the vicinity of the Project Site. The Project's contribution to the existing ambient noise environment would range between 0.0 and 3.0 dBA Leq during the daytime and between 0.1 and 4.6 dBA Leq during the nighttime, which is not considered a substantial increase based on standards established by the Federal Interagency Committee on Noise (FICON) (Urban Crossroads, 2022d, pp. 53-54). Based on the foregoing analysis, operation of the Project would not result in a substantial permanent increase in ambient noise levels in the vicinity of the Project in excess of applicable City standards. Impacts would be less than significant.

Off-Site Traffic Noise Impact

The analysis below addresses potential off-site traffic noise generated from the Project. To evaluate off-site noise increases that could result from Project-related traffic on the roadway system, noise levels were modeled for the following scenarios:

- Existing (2022) With Project
- Opening Year Cumulative (OYC) (2025) With Project

The Existing (2022) With Project scenario is provided solely for informational purposes and will not occur, since the Project will not be fully developed and occupied under Existing conditions. Table 11 shows that the Project off-site traffic noise levels will range from 66.0 to 77.1 dBA CNEL and noise level impacts will range from 0.0 to 0.2 dBA CNEL. As identified in Table 11, the Project's unmitigated off-site traffic noise level increases would not exceed the significance criteria for off-site traffic noise presented in Table 4-1 of *Technical Appendix J1*, land uses adjacent to the study area roadway segments would experience less than significant noise level impacts due to unmitigated Project-related traffic noise levels.

ISSUES & SUPPORTING INFORMATION SOURCES:

Potentially Significant Impact

Less Than Significant with Mitigation Incorporated

Less Than Significant Impact

No Impact

Table 11 Existing With Project Traffic Noise Level Increases

ID	Road	Segment	Receiving Land Use ¹	CNEL at Receiving Land Use (dBA) ¹			Incremental Noise Level Increase Threshold ²	
				No Project	With Project	Project Addition	Limit	Exceeded ?
1	Old 215 Frontage Rd.	n/o Cottonwood Av.	Sensitive	70.8	71.0	0.2	1.5	No
2	Old 215 Frontage Rd.	s/o Cottonwood Av.	Sensitive	71.0	71.2	0.2	1.5	No
3	Old 215 Frontage Rd.	s/o Bay Av.	Sensitive	70.8	71.0	0.2	1.5	No
4	Old 215 Frontage Rd.	s/o Alessandro Bl.	Sensitive	65.9	66.0	0.1	1.5	No
5	Eucalyptus Av.	w/o I-215 Ramps	Non-Sensitive	68.5	68.5	0.0	n/a	No
6	Eucalyptus Av.	w/o Old 215 Frontage Rd.	Non-Sensitive	71.3	71.4	0.1	3.0	No
7	Eucalyptus Av.	e/o Old 215 Frontage Rd.	Sensitive	68.9	68.9	0.0	1.5	No
8	Alessandro Bl.	w/o I-215 Ramps SB	Non-Sensitive	77.1	77.1	0.0	3.0	No
9	Alessandro Bl.	w/o I-215 NB Ramps	Non-Sensitive	76.5	76.6	0.1	3.0	No
10	Alessandro Bl.	w/o Old 215 Frontage Rd.	Non-Sensitive	75.7	75.8	0.1	3.0	No
11	Alessandro Bl.	e/o Old 215 Frontage Rd.	Sensitive	73.4	73.4	0.0	1.5	No

¹ Based on a review of existing aerial imagery.

² The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use. The City of Perris does not consider noise increases to non-noise-sensitive uses to be significant.

³ Does the Project create an incremental noise level increase exceeding the significance criteria (Table 4-1 of *Technical Appendix J1*)?

Source: (Urban Crossroads, 2022d, Table 7-5)

The OYC (2025) With Project traffic condition analysis determine the potential near-term cumulative circulation system deficiencies. The roadway network under the OYC (2025) With Project scenario is similar to Existing conditions except for new connections to be constructed by other known cumulative projects or the Project. To account for background traffic growth, an ambient growth factor from Existing (2022) conditions of 6.12 percent (2 percent per year, compounded over 3 years) is included for Opening Year Cumulative (2025) traffic conditions (Urban Crossroads, 2023b, p. 4). Table 12 shows that the Project off-site traffic noise levels will range from 66.3 to 77.4 dBA CNEL and noise level impacts will range from 0.0 to 0.2 dBA CNEL. Based on the significance criteria for off-site traffic noise presented in Table 4-1 of *Technical Appendix J1*, land uses adjacent to the study area roadway segments would experience less than significant noise level impacts due to unmitigated Project-related traffic noise levels.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Table 12 OYC (2025) With Project Traffic Noise Level Increases

ID	Road	Segment	Receiving Land Use ¹	CNEL at Receiving Land Use (dBA) ¹			Incremental Noise Level Increase Threshold ²	
				No Project	With Project	Project Addition	Limit	Exceeded ?
1	Old 215 Frontage Rd.	n/o Cottonwood Av.	Sensitive	71.4	71.6	0.2	1.5	No
2	Old 215 Frontage Rd.	s/o Cottonwood Av.	Sensitive	71.5	71.7	0.2	1.5	No
3	Old 215 Frontage Rd.	s/o Bay Av.	Sensitive	71.3	71.5	0.2	1.5	No
4	Old 215 Frontage Rd.	s/o Alessandro Bl.	Sensitive	66.2	66.3	0.1	1.5	No
5	Eucalyptus Av.	w/o I-215 Ramps	Non-Sensitive	69.2	69.2	0.0	n/a	No
6	Eucalyptus Av.	w/o Old 215 Frontage Rd.	Non-Sensitive	72.8	72.8	0.0	3.0	No
7	Eucalyptus Av.	e/o Old 215 Frontage Rd.	Sensitive	70.0	70.1	0.1	1.5	No
8	Alessandro Bl.	w/o I-215 Ramps SB	Non-Sensitive	77.4	77.4	0.0	3.0	No
9	Alessandro Bl.	w/o I-215 NB Ramps	Non-Sensitive	76.9	76.9	0.0	3.0	No
10	Alessandro Bl.	w/o Old 215 Frontage Rd.	Non-Sensitive	76.1	76.1	0.0	3.0	No
11	Alessandro Bl.	e/o Old 215 Frontage Rd.	Sensitive	73.7	73.7	0.0	1.5	No

¹ Based on a review of existing aerial imagery.

² The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use. The City of Perris does not consider noise increases to non-noise-sensitive uses to be significant.

³ Does the Project create an incremental noise level increase exceeding the significance criteria (Table 4-1 of *Technical Appendix J1*)?

Source: (Urban Crossroads, 2022d, Table 7-6)

b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Response: The analysis presented below demonstrates that implementation of the Project would not generate excessive groundborne vibration or groundborne noise levels.

Construction Analysis

Construction activities on the Project Site would utilize construction equipment that has the potential to generate vibration. Table 13 summarizes Project construction vibration levels at the modeled receiver locations. As shown in Table 13, all receiver locations in the vicinity of the Project Site would be exposed to vibration levels that fall below the significance threshold used by the City of Moreno Valley for this analysis at all receiver locations. Accordingly, Project construction would not generate temporary, excessive groundborne vibration or noise levels and a less than significant impact would occur.

Operational Analysis

Under long-term conditions, the Project would not include nor require equipment, facilities, or activities that would result in substantial or perceptible groundborne vibration. Trucks would travel to and from the Project Site on surrounding roadways; however, vibration and groundborne noise levels for heavy trucks operating at the posted speed limits on smooth, paved surfaces – as is expected on the Project Site and surrounding roadways is minimal. Accordingly, Project operation would not generate excessive groundborne vibration or groundborne noise levels and impacts would be less than significant.

Attachment: Exhibit A to Resolution No. 2023-04 [Revision 1] (6149 : Master Plot Plan, a Plot Plan and a Tentative Parcel Map)

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Table 13 Construction Equipment Vibration Levels

Receiver ¹	Distance to Const. Activity (Feet) ²	Typical Construction Vibration Levels PPV (in/sec) ³					Thresholds PPV (in/sec) ⁴	Thresholds Exceeded? ⁵
		Small bulldozer	Jackhammer	Loaded Trucks	Large bulldozer	Highest Vibration Level		
R1	17'	0.005	0.062	0.136	0.159	0.159	0.3	No
R2	19'	0.005	0.053	0.115	0.134	0.134	0.3	No
R3	107'	0.000	0.004	0.009	0.010	0.010	0.3	No
R4	135'	0.000	0.003	0.006	0.007	0.007	0.3	No
R5	109'	0.000	0.004	0.008	0.010	0.010	0.3	No
R6	128'	0.000	0.003	0.007	0.008	0.008	0.3	No
at 200'	200'	0.000	0.002	0.003	0.004	0.004	0.3	No

¹ Receiver locations are shown on Exhibit 10-A of the Project's NIA (see *Technical Appendix J1*).
² Distance from receiver location to Project construction boundary (Project Site boundary).
³ Based on the Vibration Source Levels of Construction Equipment (refer to Table 10-4 of *Technical Appendix J1*).
⁴ Caltrans Transportation and Construction Vibration Guidance Manual, April 2020, Table 19, p. 38.
⁵ Does the peak vibration exceed the acceptable vibration thresholds?
 "PPV" = Peak Particle Velocity
 Source: (Urban Crossroads, 2022d, Table 8-5)

c) For a project located within the vicinity of a private airstrip or 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Response: The Project Site is located within the Airport Influence Area (AIA) for the MARB/IPA and is within an area subjected to high to moderate airport noise. The light industrial land uses proposed by the Project are not sensitive to airport noise (even at high levels) and the Project's would not conflict with the ALUCP's land use compatibility standards related to noise (Urban Crossroads, 2022d, p. 24) Accordingly, the Project would not expose people residing or working the Project area to excessive noise levels from a public airport; therefore, impacts would be less-than-significant.

- Sources:**
- Urban Crossroads, 2022d, *Cottonwood & Edgemont Warehouse Noise Impact Study*. (Technical Appendix J1)
 - Urban Crossroads, 2022g, *Cottonwood & Edgemont Warehouse Off-Site Improvements Noise Assessment*. (Technical Appendix J2)
 - Urban Crossroads, 2022h, *Cottonwood & Edgemont Warehouses Traffic Analysis* (Technical Appendix K3)
 - Moreno Valley General Plan 2040
 - Chapter 7 – Noise Element
 - Map N-3 – Future Noise Contours
 - Final Environmental Impact Report City of Moreno Valley General Plan 2040
 - Section 4.13 – Noise
 - Figure 413-3– March Air Reserve Base Noise Contours
 - Title 9 – Planning and Zoning of the Moreno Valley Municipal Code
 - Section 9.10.140 Noise and Sound
 - Moreno Valley Municipal Code Chapter 11.80 Noise Regulations
 - March Air Reserve Base (MARB)/March Inland Port (MIP) Airport Land Use Compatibility Plan (ALUCP), (<http://www.rcaluc.org/Portals/13/17%20-%20Vol.%201%20March%20Air%20Reserve%20Base%20Final.pdf?ver=2016-08-15-145812-700>)

Attachment: Exhibit A to Resolution No. 2023-04 [Revision 1] (6149 : Master Plot Plan, a Plot Plan and a Tentative Parcel Map)

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. POPULATION AND HOUSING – Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of road or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: The Project would result in development of the subject property with industrial land uses that would expand employment opportunities in the City of Moreno Valley. It is anticipated that the employment base for both the construction and operational phases of the Project would come from the existing population in the Inland Empire, which comprises western Riverside County and southwestern San Bernardino County. According to the Bureau of Labor Statistics, the Riverside-San Bernardino-Ontario region’s civilian labor force contains approximately 2,161,532 persons with approximately 2,038,915 persons employed and 122,617 persons unemployed (approximately 5.7 percent unemployment rate) (USBLS, 2022). Accordingly, the Project region already contains an ample supply of potential employees under existing conditions and the Project’s labor demand is not expected to draw substantial numbers of new residents to the area. Furthermore, approximately 86 percent of the City’s residents commute outside of the City for work (SCAG, 2019, p. 21); therefore, the Project would provide job opportunities closer to home for existing and future Moreno Valley residents.</p> <p>The Project would install new/expanded infrastructure; however, this infrastructure would either be master-planned facilities (meaning the facilities would be installed with or without the Project), upgrades to existing facilities that are needed to correct service deficiencies (meaning that the quality of existing service would improve but no additional system capacity would be added), or would be private facilities for the sole use of the Project (meaning they would not be available for general public use). Accordingly, no significant indirect impacts associated with population growth would result from any Project-related improvements because the Project and its required improvements would not induce substantial growth on surrounding properties.</p> <p>Based on the foregoing analysis, neither the Project nor any Project-related component would result in substantial, direct, or indirect population growth that would cause a significant direct or indirect impact to the environment. This impact is less than significant.</p>				
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Response: The Project Site does not contain any residential structures and no people live on the Project Site under existing conditions. Accordingly, implementation of the Project would not displace substantial numbers of existing housing or people and would not necessitate the construction of replacement housing elsewhere. No impact would occur.</p>				
<p>Sources:</p> <ol style="list-style-type: none"> 1. Southern California Association of Governments (SCAG) – Profile of the City of Moreno Valley, https://scag.ca.gov/sites/main/files/file-attachments/morenovalley_localprofile.pdf?1606013528 2. United States Bureau of Labor Statistics – Riverside-San Bernardino-Ontario, CA Economy at a Glance, https://www.bls.gov/eag/eag.ca_riverside_msa.htm#eag_ca_riverside_msa.f.p 				
XV. PUBLIC SERVICES – Would the project:				
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 any of the public services:				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: Fire protection services to the Project Site are provided by the Moreno Valley Fire Department (MVFD). The Project Site is served by the Towngate Fire Station (Station No. 6) located at 22250 Eucalyptus Avenue, approximately 1.4 roadway miles to the northeast of the Project Site. Based on the Project Site’s proximity to existing fire protection facilities, the Project is expected to be adequately</p>				

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<p>served by existing fire protection services, and no new or expanded facilities would be required. The Project Applicant is required to comply with the provisions of the City of Moreno Valley's Development Impact Fee (DIF) Ordinance (Ordinance No. 695), which requires a fee payment that the City applies to the funding of fire protection facilities. The City will collect DIF from the Project Applicant at the time of building permit issuance (based on building square footage). The Project's payment of DIF, as well as increased tax revenues that would result from development of the Project, would be used by the City to help pay for fire protection services and other public services.</p> <p>The Project would incorporate fire prevention and fire suppression design features to minimize the potential demand placed on the MVFD. The proposed warehouse distribution buildings would be of concrete tilt-up construction. Concrete is non-flammable and concrete tilt-up buildings have a lower fire hazard risk than wood-frame construction. The Project also would install fire hydrants on-site and would provide paved primary and secondary emergency access to the Project Site to support the MVFD in the event fire suppression activities are needed on-site. Lastly, the proposed warehouse distribution building would be equipped with fire sprinklers in accordance with the California and Moreno Valley building codes. Based on its size and scale, the proposed building would likely feature Early Suppression, Fast Response (ESFR) ceiling mounted fire sprinklers (or a comparable fire suppression system) that exceed the fire protection of traditional sprinkler systems. ESFR high output, high volume systems are in ceiling spaces as with conventional fire sprinkler systems, but they incorporate large, high-volume, high-pressure heads to provide the necessary fire protection for industrial buildings that may contain high-piled storage. While most other sprinklers are intended to control the growth of a fire, an ESFR sprinkler system is designed to suppress a fire. To suppress a fire does not necessarily mean it will extinguish the fire but rather it is meant to "knock" the fire back down to its source, making it more manageable for the MVFD to extinguish.</p> <p>Based on the foregoing, the Project incorporates several design features to minimize fire hazards. Additionally, the Project would receive adequate fire protection service and would not result in the need for new or physically altered fire protection facilities and the Project Applicant would pay DIF and the Project would generate other revenues (e.g., tax) that would help offset the Project's demand for fire protection services. Impacts to fire protection facilities would be less than significant.</p>				
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: The Project would introduce two new buildings and employees to the Project Site, which would result in an incremental increase in demand for police protection services but is not anticipated to require or result in the construction of new or physically altered police facilities. Furthermore, prior to the issuance of building permits, the Project Applicant would be required to comply with the provisions of Moreno Valley's Development Impact Fee (DIF) Ordinance (Ordinance No. 695) (City of Moreno Valley, 2021d). This ordinance requires a fee payment that the City applies to the funding of public facilities, including police protection facilities. The City will collect the Project's DIF share from the Project Applicant at the time of building permit issuance (based on building square footage). The Project's payment of DIF fees, as well as increased tax revenues that would result from development of the Project, would be used by the City to help pay for police protection services and other public services. Based on the foregoing, the Project would receive adequate police protection service, and would not result in the need for new or physically altered police protection facilities. Impacts to police protection facilities would therefore be less than significant.</p>				
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: Implementation of the Project would not create a direct demand for public school services, as the subject property would contain non-residential uses and would not generate any school-aged children requiring public education. The addition of employment-generating uses on the Project Site would assist the City in achieving its goal to provide a better jobs/housing balance within the City and the larger western Riverside County region; therefore, the Project is not expected to draw a substantial number of new residents to the region and would therefore not indirectly generate school-aged students requiring public education. Because the Project would not directly generate students and is not expected to indirectly draw students to the area, the Project would not cause or contribute to a need to construct new or physically altered public school facilities. Although the Project would not create a demand for additional public-school services, the Project Applicant would be required to contribute development</p>				

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impact fees to the Moreno Valley Unified School District in compliance with California Senate Bill 50 (Greene) (CA Legislative Info., 1998), which allows school districts to collect fees from new developments to offset the costs associated with increasing school capacity needs. Mandatory payment of school fees would be required prior to the issuance of building permits. Impacts to public schools would be less than significant.				
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Response: As discussed under Responses XVI(a) and XVI(b) below, the Project would not create a demand for public park facilities and would not result in the need to modify existing or construct new park facilities. Accordingly, implementation of the Project would not adversely affect any park facility. Thus, no impact would occur.				
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Response: The Project is not expected to result in a demand for other public facilities/services, including libraries, community recreation centers, post offices, and/or animal shelters. As such, implementation of the Project would not adversely affect other public facilities or require the construction of new or modified public facilities and no impact would occur.				
<p>Sources:</p> <ol style="list-style-type: none"> 1. City of Moreno Valley Municipal Code Chapter 3.42 “Commercial and Industrial Development Impact Fees” – https://library.qcode.us/lib/moreno_valley_ca/pub/municipal_code/item/title_3-chapter_3_42 2. Ordinance 695 California Legislative Information – Senate Bill 50 (Greene), http://www.leginfo.ca.gov/pub/97-98/bill/sen/sb_0001-0050/sb_50_bill_19980827_chaptered.html 				
XVI. RECREATION – Would the project:				
a) Would the project 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Response: The Project would develop the subject property with industrial land uses. The Project does not propose any type of residential use or other land use that may generate a population that would increase the use of existing neighborhood and regional parks or other recreational facilities. Accordingly, implementation of the proposed Project would not result in the increased use or substantial physical deterioration of an existing neighborhood or regional park, thus, no impact would occur.				
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Response: The Project does not propose to construct any new on- or off-site recreation facilities. Additionally, the Project would not expand any existing off-site recreational facilities. Therefore, environmental effects related to the construction or expansion of recreational facilities would not occur.				
<p>Sources:</p> <ol style="list-style-type: none"> 1. Project Application Materials – Site Plan 				
XVII. TRANSPORTATION – Would the project:				
a) Conflict with program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Response: In accordance with City policy, as established by the City’s <i>Transportation Impact Analysis Preparation Guide for Vehicle Miles Traveled and Level of Service Assessment</i> (“Transportation				

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Guidelines,” June 2020), the City utilizes a screening threshold of 100 two-way peak hour trips (both actual and PCE trips) to determine whether a development project has the potential to program plan, ordinance or policy addressing the circulation system that would require a detailed analysis of project-related traffic volumes and circulation patterns (City of Moreno Valley, 2020, p. 3). When a development project would generate more than 100 peak hour trips, the City considers that project to be a contributor of substantial traffic to local roadways and requires additional analysis to determine whether the traffic generated by that development project would conflict with City plans, ordinances, and/or policies related to the circulation system. However, where there are no unique circumstances that suggest unacceptable traffic conditions – such as an existing safety problem or substandard operations at nearby intersection or street – and a development project contributes less than 100 peak hour trips, the City has determined that such projects would clearly have no conflict with City plans, ordinances, and policies addressing the circulation system.

A *Trip Generation Assessment (Technical Appendix K1)* was prepared for the Project by Urban Crossroads. According to the *Trip Generation Assessment*, the Project is calculated to generate 67 morning (AM) peak hour trips and 59 evening (PM) peak hour trips. When converted to “passenger car equivalent” (PCE), which weights all classifications of vehicles – including heavy trucks with multiple axles – to allow comparison under a single metric, the Project is calculated to generate 68 PCE AM peak hour trips and 60 PCE PM peak hour trips. (Urban Crossroads, 2022e, p. 2) The City has reviewed the Project’s design proposal and reviewed traffic operations in the surrounding area and determined that: 1) the Project would not introduce any design features that would create an unsafe or adverse traffic condition in the area; 2) there are no existing safety problems in the Project vicinity; and 3) there are no substandard traffic facilities in the Project area.

In addition, the Project would not conflict with applicable objectives from the Moreno Valley General Plan Circulation Element, including Policies C.2-3, C.2-5, C.2-7, C.3-4, C.3-6, and C.4-4, or with the City’s Bicycle Master Plan. Due to the Project’s consistency with the Moreno Valley General Plan – which SCAG uses as the foundation for its regional land use planning program – as well as the Project Site’s geographic location in proximity to major local and regional truck routes, the Project would not conflict with the goals and policies of *Connect SoCal*, including the following goals related to vehicular and non-vehicular circulation: 1) Increasing mobility, accessibility, reliability, and travel safety for people and goods; 2) Enhancing the preservation, security, and resilience of the regional transportation system; 3) Increasing person and goods movement and travel choices within the transportation system; 4) Adapt to a changing climate and support an integrated regional development pattern and transportation network; and 5) Leveraging new transportation technologies and data-driven solutions that result in more efficient travel.

Based on the foregoing analysis, the City determines that the Project would not conflict with applicable plans, ordinances, or policies addressing the circulation system and impacts would be less than significant.

b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Response: CEQA Guidelines Section 15064.3, Subdivision “b” establishes criteria for evaluating a project’s transportation impacts using vehicle miles traveled (VMT) metric. As of July 1, 2020, the automobile delay-based “level of service” (LOS) analysis framework that was historically used as the basis for determining transportation impacts was replaced across the State with a VMT-based framework. The City’s Transportation Guidelines, which were adopted in June 2020, establish a VMT analysis methodology and evaluation criteria for development projects that is consistent with CEQA Guidelines Section 15064.3, Subdivision “b.” A *Vehicle Miles Traveled (VMT) Screening Evaluation (VMT Analysis)* was prepared for the Project by Urban Crossroads. The VMT Analysis is included as *Technical Appendix K2* to this Initial Study.

As required by the City’s Transportation Guidelines, the Project was first evaluated against screening criteria to determine if could be clearly shown that implementation of the Project would not generate substantial VMT – and, therefore, be consistent with CEQA Guidelines Section 15064.3 – or if additional analysis would be required to fully evaluate the significance of Project-related VMT. One of the screening

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<p>criteria in the City’s Transportation Guidelines is the “Low VMT Area” criteria, which identifies “efficient” geographic areas in the County – due to proximity to established population centers and/or transportation infrastructure – where development would result in low VMT per person/employee. Development within “Low VMT Areas” is considered beneficial in comparison to development within less developed areas due to the relative ease of access to these areas. The traffic analysis zone (TAZ) where the Project Site is located was found to meet the criteria of a “Low VMT Area” (Urban Crossroads, 2022f, pp. 2-3). Thus, because the Project meets the “Low VMT Area” screening threshold, the Project is clearly presumed to not cause or contribute to a substantial increase in the total citywide and/or regional VMT under the City’s Transportation Guidelines. Accordingly, the Project would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision “b,” impacts would be less than significant.</p>				
<p>c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: The types of traffic generated during operation of the Project (i.e., passenger cars and trucks) would be compatible with the type of traffic observed along study area roadways under existing conditions. All proposed improvements within the public right-of-way would be installed in conformance with City design standards. If any component of Project construction would occur in the public right-of-way and require the partial or full closure of a sidewalk and/or travel lane, all work would be required to adhere to the applicable construction control practices that are specified in the State of California <i>Department of Transportation Construction Manual</i>, dated January 2021 and published by Caltrans, to minimize potential safety hazards. The City reviewed the Project’s application materials and determined that no hazardous transportation design features would be introduced within the City public right-of-way through implementation of the Project. Based on the foregoing information, the Project’s construction and operation would not create or substantially increase safety hazards due to a design feature or incompatible use. Impacts would be less than significant.</p>				
<p>d) Result in inadequate emergency access?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: The City of Moreno Valley reviewed the Project’s design and confirmed that the Project’s driveways and internal drive aisles provide adequate access to-and-from the Project Site for emergency vehicles. In addition, the City will review all future Project construction drawings as part of the building permit review and approval process to ensure that adequate emergency access is maintained along abutting public streets during construction activities. Specifically, all Project construction materials and equipment would be stored/staged on the Project Site and would not interfere with emergency vehicles traveling along Old 215 Frontage Road or Edgemont Street. Any Project construction activities that would occur within the Old 215 Frontage Road and Edgemont Street and requires a partial or full closure of a sidewalk or vehicle travel lane would require a traffic control plan that complies with the <i>California Manual on Uniform Traffic Control Devices</i> and that must be approved by the City of Moreno Valley to ensure that emergency response is not adversely affected. Based on the Project’s design and required adherence to City requirements for emergency vehicle access, a less than significant impact would occur.</p>				
<p>Sources:</p> <ol style="list-style-type: none"> 1. City of Moreno Valley Transportation Engineering Division – Transportation Impact Analysis Preparation Guide for VMT and Level of Service, https://www.moval.org/city_hall/departments/pub-works/transportation/TIA-Guidelines.pdf 2. Southern California Association of Governments – Connect SoCal https://scag.ca.gov/sites/main/files/file-attachments/0903connectsocial-plan_0.pdf?1606001176 3. Urban Crossroads, Inc. 2022e. <i>Cottonwood & Edgemont Warehouse Trip Generation Assessment</i>. (Technical Appendix K1) 4. Urban Crossroads, Inc. 2022f. <i>Cottonwood & Edgemont Warehouse Vehicle Miles Traveled Screening Evaluation</i>. (Technical Appendix K2) 5. Moreno Valley Master Bike Plan, adopted January 2015 				

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XVIII. TRIBAL CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Response: There are no resources on the Project Site that are listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources as defined by Public Resources Code Section 5020.1(k) (BFSA, 2022a, pp. 5.0-2 and 5.0-3). Accordingly, implementation of the Project would not impact a tribal cultural resource that is listed or eligible for listing on a register of historical resources.</p> <p>As part of the AB 52 consultation process required by State law, the City sent notification of the Project to Native American tribes with possible traditional or cultural affiliation to the Project area. No Native American tribes contacted the City to request formal consultation. Notwithstanding, due to the Project site’s location in an area where multiple Native American tribes are known to have a cultural affiliation, there is the possibility that prehistoric archaeological resources, including tribal cultural resources, could be encountered during ground-disturbing construction activities – although this is considered unlikely due to the pervasive, historic and on-going disturbances that have occurred on the Project site. Were a tribal cultural resource, as defined in Public Resources Code Section 21074, to be found on the Project site during construction – and not protected – a significant impact would occur.</p> <p>Implementation of MMs CR-1 and MM CR-3 through CR-9, would ensure the proper identification and subsequent treatment of any significant tribal cultural resources that may be encountered during ground-disturbing activities associated with Project development. With implementation of the required mitigation, the Project’s potential impact to significant tribal cultural resources would be reduced to less-than-significant.</p>				
<p>Sources:</p> <p>1. Brian F. Smith and Associates (BFSA), <i>Phase I Cultural Resources Survey of the Cottonwood & Edgemont Project</i>, (Technical Appendix C)</p>				
XIX. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: The Project would construct an on-site network of water, sewer, and storm drain infrastructure and, also, would make upgrades to existing off-site water and storm drainage systems. The Project includes off-site water line improvements within paved rights of way for Old 215 Frontage Road consisting of 900 linear feet of upgraded water lines and Cottonwood Avenue consisting of 730</p>				

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<p>linear feet of upgraded water lines. Moreover, the Project includes the off-site construction of a new storm drain line connection between the Project Site and the Edgemont Channel. The Project also provides for the construction of a new outlet within the Edgemont Channel to receive Project flows. The Project would involve utility connections to provide electric power and telecommunications services to the Project Site; connections would be made to existing facilities abutting the Site. Existing above-ground power lines located at the Project Site's frontage with Old 215 Frontage Road would be undergrounded as part of Project construction. The Project Applicant does not anticipate the need to provide natural gas service to the Project Site (although Project natural gas usage was assumed in the air quality, energy, and greenhouse gas analyses presented earlier in the Initial Study as a conservative measure). The construction of proposed utility improvements has the potential to result in environmental effects associated with short-term air pollutant emissions, noise emissions, water quality effects, and traffic movement disruptions that are an inherent part of the Project's construction process. However, these impacts already were included in the construction-level impact analysis provided under Sections III, X, XII, and XVII of this Initial Study and, where significant construction-related impacts are identified under these sections, feasible and enforceable mitigation measures are imposed by this Initial Study to reduce the Project's impacts to less-than-significant levels. There are no significant environmental impacts specifically related to the construction of the Project's proposed utility connections/improvements.</p>				
<p>b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: The BSMWC is responsible for supplying potable water to the Project Site and its 430-acre service area. BSMWC receives approximately 60% of its supply from groundwater and purchases approximately 40% of its supply from the Western Municipal Water District (WMWD). The BSMWC is not known to have any issues with its existing or projected future water supply and the WMWD is projected to have adequate water supplies available to meet WMWD's estimated water demand through 2045 under normal, historic single-dry and historic multiple-dry year conditions (WMWD, 2021, pp. 6-6 - 6-11). The BSMWC and WMWD rely on regional growth projections from agencies like SCAG (and these regional growth projections rely on adopted land use maps from local general plans). Because the Project would be consistent with the City's General Plan land use designation for the Project Site, the water demand associated with the Project was considered by the local water agencies when projecting future demands. Thus, local water providers would have sufficient water supplies available to serve the Project from existing entitlements/resources and no new or expanded entitlements are needed. The Project's impact would be less than significant.</p>				
<p>c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: Wastewater generated by the Project would be conveyed by the ECSD, which is under contract with the City of Riverside and transmits sewage to the City of Riverside's Regional Water Quality Control Plant (RWQCP). Based upon ECSD's wastewater generation rate of 2,000 gpd per acre for commercial/industrial uses, the Project is calculated to generate approximately 15;880 gpd of wastewater requiring treatment (ECSD, 2016, Table 3-1). Wastewater generated within the ECSD service area is conveyed to the City of Riverside Regional Water Control Plant (RWQCP). Under existing conditions, the City of Riverside's RWQCP has an excess treatment capacity of approximately 18.6 million gallons per day (mgpd) (46 mgpd treatment capacity – 27.4 mgpd influent flows = 18.6 million gallons excess treatment capacity) (City of Riverside, 2019, Vol. 4, pp. 1-1 & 1-2). Implementation of the Project would utilize approximately 0.09% of the City of Riverside's RWQCP daily excess treatment capacity. Accordingly, the City of Riverside's RWQCP has sufficient capacity to treat wastewater generated by the Project in addition to existing commitments. The Project would not create the need for any new or expanded wastewater facility. Because there is adequate capacity at existing treatment facilities to serve the Project's projected sewer demand, impacts would be less than significant.</p>				

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d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Response: Implementation of the Project would generate an incremental increase in solid waste volumes requiring off-site disposal during short-term construction and long-term operational activities. Solid waste generated by the Project would be disposed at the El Sobrante Landfill.

According to the CalRecycle, the El Sobrante Landfill is permitted to receive 16,054 tons of refuse per day and has a total remaining capacity of 143,977,170 cubic yards; the El Sobrante Landfill is estimated to reach capacity, at the earliest time, in the year 2051 (CalRecycle, 2022a). In February 2022 (the most recent period for which disposal volumes are available), the average daily disposal at the El Sobrante Landfill was approximately 10,862 tons, which correlates to an excess daily disposal capacity of approximately 5,192 tons (CalRecycle, 2022b).

The analysis below summarizes the Project’s potential to generate solid waste during construction and/or operation that would exceed the disposal capacity of local landfill facilities. As demonstrated in the analysis below, the Project would generate less-than-significant volumes of solid waste.

Construction Impact Analysis

Based on the United States Environmental Protection Agency’s (U.S. EPA) construction waste generation factor of 4.34 pounds (lbs) of solid waste generated for the construction of every 1 s.f. for non-residential uses, Project construction is estimated to generate approximately 216 tons (99,630 s.f. x 4.34 lbs/s.f.] ÷ 2,000 lbs/ton ≈ 216 tons) (EPA, 2003, Table A-2). CalGreen requires a minimum of 65% of all construction waste be diverted from landfills (by recycling, reusing, and other waste reduction strategies); therefore, the Project is estimated to generate approximately 75.6 tons of construction waste requiring landfill disposal (216 tons x 0.35 = 75.6 tons). The Project’s construction phase is anticipated to last 193 workdays; therefore, the Project is estimated to generate approximately 0.39 tons of solid waste per day (75.6 tons ÷ 193 days = 0.39 tons per day) requiring disposal at a landfill during construction.

Non-recyclable construction waste generated by the Project would be disposed at the El Sobrante Landfill. As described above, this landfill receives, on average, below its maximum permitted daily disposal volume; thus, the relatively minimal construction waste generated by the Project is not anticipated to cause the landfill to exceed its maximum permitted daily disposal volume. Project construction waste would represent less than one percent of the excess disposal capacity at the El Sobrante Landfill. Furthermore, the El Sobrante Landfill is not expected to reach its total maximum permitted disposal capacities during the Project’s construction period. The El Sobrante Landfill and has sufficient daily capacity to accept solid waste generated by the Project’s construction phase; therefore, impacts to landfill capacity associated with the Project’s near-term construction activities would be less than significant.

Operational Impact Analysis

Based on a daily waste generation factor of 1.42 pounds of waste per 100 square feet of industrial building area obtained from the California Department of Resources Recycling and Recovery (CalRecycle), long-term, on-going operation of the Project would generate approximately 1.17 tons of solid waste per day ([1.42 pounds ÷ 100 s.f.] x 99,630 s.f.] ÷ 2,000 pounds = 0.71 tons per day). Pursuant to AB 939, at least 50 percent of the Project’s solid waste is required to be diverted from landfills; therefore, the Project would generate approximately 0.36 tons of solid waste per day requiring landfilling (1.17 tons ÷ 2 ≈ 0.36 tons per day).

Non-recyclable solid waste generated during long-term operation of the Project would be disposed at the El Sobrante Landfill. As described above, this landfill receives, on average, below its maximum permitted daily disposal volume; thus, the relatively minimal construction waste generated by the Project is not anticipated to cause the landfill to exceed its maximum permitted daily disposal volume. Project construction waste would represent less than one percent of the excess disposal capacity at the El Sobrante Landfill. Furthermore, the El Sobrante Landfill is not expected to reach its total maximum

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permitted disposal capacities during the Project's construction period. The El Sobrante Landfill and has sufficient daily capacity to accept solid waste generated by the Project's construction phase; therefore, impacts to landfill capacity associated with the Project's near-term construction activities would be less than significant.				
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: The California Integrated Waste Management Act (AB 939), signed into law in 1989, established an integrated waste management system that focused on source reduction, recycling, composting, and land disposal of waste. In addition, the bill established a 50 percent waste reduction requirement for cities and counties by the year 2000, along with a process to ensure environmentally safe disposal of waste that could not be diverted. Per the requirements of the Integrated Waste Management Act, the Riverside County Board of Supervisors adopted the County of Riverside Countywide Integrated Waste Management Plan (CIWMP), which outlines the goals, policies, and programs the County and its cities implement to create an integrated and cost-effective waste management system that complies with the provisions of AB 939 and its diversion mandates. (RCDWR, 2022)</p>				
<p>In order to assist the City of Moreno Valley and the County of Riverside in achieving the mandated goals of the Integrated Waste Management Act, the Project's building user(s) would be required to work with future refuse haulers to develop and implement feasible waste reduction programs, including source reduction, recycling, and composting. Additionally, in accordance with the California Solid Waste Reuse and Recycling Act of 1991 (Cal Pub Res. Code § 42911), the Project is required to provide adequate areas for collecting and loading recyclable materials where solid waste is collected. The collection areas are required to be shown on construction drawings and be in place before occupancy permits are issued. (CA Legislative Info, 2005) Additionally, in compliance with AB 341 (Mandatory Commercial Recycling Program), the future occupant(s) of the proposed Project would be required to arrange for recycling services if the occupant generates four (4) or more cubic yards of solid waste per week (CA Legislative Info, 2011). The implementation of these mandatory requirements would reduce the amount of solid waste generated by the Project and diverted to landfills, which in turn will aid in the extension of the life of affected disposal sites. The Project would be required to comply with all applicable solid waste statutes and regulations; as such, impacts related to solid waste statutes and regulations would be less than significant.</p>				
<p>Sources:</p> <ol style="list-style-type: none"> 1. California Legislative Information – Public Resources Code § 42911 – California Solid Waste Reuse and Recycling Access Act of 1991, Effective January 1, 2005, https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=PRC&sectionNum=42911. 2. California Legislative Information – Assembly Bill 341 Solid Waste: Diversion, Approved October 5, 2011, https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201120120AB341 3. City of Riverside, 2019. Update Of The Integrated Master Plan For The Wastewater Collection And Treatment Facilities, Volume 4. Available at: https://riversideca.gov/publicworks/sewer/master-plan/2019%20Sewer%20Master%20Plan%20Volume%204.pdf 4. Riverside County Department of Waste Resources – Countywide Integrated Waste Management Plan, 2022, https://www.rcwaste.org/business/planning/ciwmp 5. CalRecycle – SWIS Site/Facility Details: El Sobrante Landfill. Available at: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2280?siteID=2402. Accessed October 19, 2020. 6. CalRecycle – Estimated Solid Waste Generation Rates. Available at: https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates. 				

Attachment: Exhibit A to Resolution No. 2023-04 [Revision 1] (6149 : Master Plot Plan, a Plot Plan and a Tentative Parcel Map)

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XX. WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Response: According to the California Department of Forestry and Fire Protection (CalFire) and the City's General Plan, the Project Site is not identified as being within or located near a State responsibility area (SRA) or lands classified as very high fire hazard severity zone (VHFHZ) (City of Moreno Valley, 2021a, Map S-5; CalFire, 2022). Therefore, the Project would not exacerbate wildfire hazard risks or expose people or the environmental to adverse environmental effects related to wildfire. No impacts would occur.</p>				
<p>Sources:</p> <ol style="list-style-type: none"> 1. California Department of Forestry and Fire Protection (CalFire) – Fire Hazard Severity Zone Viewer, https://egis.fire.ca.gov/FHSZ/ 2. Moreno Valley General Plan 2040 <ul style="list-style-type: none"> • Chapter 6 – Safety Element <ul style="list-style-type: none"> - Map S-5 – Fire Hazard Severity Zones 				
XXI. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Response: All impacts to the environment, including impacts to habitat for fish and wildlife species, fish and wildlife populations, plant and animal communities, rare and endangered plants and animals, and historical and pre-historical resources were evaluated as part of this Initial Study. Throughout this Initial Study, where impacts were determined to be potentially significant, mitigation measures have been imposed to reduce those impacts to less-than-significant levels. Accordingly, with incorporation of the mitigation measures imposed throughout this Initial Study, the Project would not substantially degrade the quality of the environment and impacts would be less than significant.</p>				

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b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current project, and the effects of probable future projects.)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Response: As discussed throughout this Initial Study, implementation of the Project would result in effects to the environment that are individually limited after the application of the mitigation measures imposed throughout this Initial Study. Notwithstanding, there is the potential that one or more of the Project’s limited direct effects on the environment could be cumulatively considerable when considered with the environmental effects of other development projects. The analysis provided below evaluates the potential for the Project to have cumulatively considerable environmental impacts.</p> <p><u>Aesthetics</u> The Project represents an infill re-development Project in an urban environment. The Project Site is in a developing area, with existing and under construction industrial land uses to the west of the Site. No scenic resources are located in the Project area with limited prominent views of distant landforms. All development in the immediate vicinity of the Project would be required to comply with the development regulations and design standards contained in the City’s Municipal Code, which would ensure that minimum standards related to visual character and quality are met to preclude adverse aesthetic effects (e.g., size, scale, building materials, lighting). Accordingly, the Project’s aesthetic impacts would not be cumulatively-considerable.</p> <p><u>Agriculture and Forestry Resources</u> The Project result in no impact on agricultural and forestry resources. Therefore, there is no potential for the Project to contribute to a cumulatively-considerable impact under this topic.</p> <p><u>Air Quality</u> Based on SCAQMD guidance, any direct exceedance of a regional or localized threshold also is considered to be a cumulatively considerable effect, while air pollutant emissions below applicable regional and/or localized thresholds are not considered cumulatively considerable. As discussed in the preceding analysis, the Project would not exceed SCAQMD’s regional threshold for criteria pollutants during construction or operation of the Project. Therefore, Project-related construction and operation emissions are not considered cumulatively-considerable.</p> <p><u>Biological Resources</u> The Project Site does not support any sensitive plant or wildlife species, riparian, or sensitive natural habitat, or federally-protected wetlands; therefore, there is no potential for the Project to contribute to a cumulatively-considerable impact under these resources. Although the Project Site is highly disturbed and fragmented from other open space areas under existing conditions, the Project Site does contain habitat for nesting birds. Therefore, there is the potential that nesting birds could be present on the Project Site prior to construction and there also is the potential that other development project sites in the Project area also could support bird nests. The Project’s potential impacts to nesting birds would be cumulatively considerable. MMs BR-1 would reduce the Project’s cumulative effects to less-than-significant levels.</p> <p><u>Cultural Resources</u> Implementation of the Project has the potential to impact masked/buried historic and/or prehistoric archaeological resources on the Project Site and, therefore, would result in a significant cumulative impact in the event any of such resources were found on-site during construction. MMs CR-1 through CR-9 would require the Project Applicant to implement monitoring and recovery programs in conformance with accepted protocols for historic and prehistoric archaeological resources in the event these resources are found during Project construction. With implementation of MMs CR-1 through CR-9, potential cumulative impacts would be reduced to less-than-significant levels.</p>				

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<p><u>Energy</u> The Project's construction and operation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary and would not obstruct a state or local plan for renewable energy or energy efficiency. In addition, all cumulative projects would also be required to comply with the California Building Standards Code, which establishes standards for energy efficiency and "green" construction. Therefore, implementation of the Project would result in a less-than-significant cumulative impact to energy.</p> <p><u>Geology and Soils</u> Potential effects related to geology and soils are inherently site-specific; therefore, there is no potential for the Project to contribute to a cumulatively-considerable impact under this topic. Furthermore, all development projects would be required to comply with applicable federal, State, and local regulations that are in place to preclude adverse geology and soils effects, including effects related to strong seismic ground shaking, fault rupture, soil erosion, and hazardous soil conditions (e.g., liquefaction, expansive soils, landslides).</p> <p>Notwithstanding the information above, there is the potential for the Project to contribute to the cumulative loss of important fossil resources in the region. Although development of the Project Site would not impact any known paleontological resources, the Project Site is underlain by alluvial and alluvial fan deposits with a high paleontological sensitivity for large, terrestrial Ice Age vertebrates. Other projects within the region atop similar alluvial and alluvial fan deposits also could have the potential to impact unknown, subsurface paleontological resources during ground-disturbing activities. Therefore, the potential for development on the Project Site to impact subsurface paleontological resource deposits is a cumulatively-considerable impact. Application of MMs GEO-1 through GEO-4 would reduce the Project's cumulative impacts to a less-than-significant level.</p> <p><u>Greenhouse Gas Emissions</u> As described earlier in the Initial Study, global climate change (GCC) occurs as the result of global emissions of GHGs. An individual development project does not have the potential to result in direct and significant GCC-related effects in the absence of cumulative sources of GHGs. The CEQA Guidelines also emphasize that the effects of GHG emissions are cumulative, and should be analyzed in the context of CEQA's requirements for cumulative impacts analysis (See CEQA Guidelines § 15130[f]). Accordingly, the preceding analysis reflects a cumulative impact analysis of the GHG emissions related to the Project. As concluded under Response VIII(a) and (b), the Project would not result in a cumulatively-considerable impact related to GHG emissions.</p> <p><u>Hazards and Hazardous Materials</u> Potential effects related to hazards and hazardous materials are inherently site-specific and related to conditions that exist on an individual property or potential operations. Furthermore, federal, State, and local regulations are in place to ensure proper handling, transport, storage, and use of hazardous materials and preclude significant impacts under this topic.</p> <p><u>Hydrology and Water Quality</u> Construction and operation of the Project and other projects in the Santa Ana River watershed have the potential to result in water quality impacts, including erosion and sedimentation. However, in accordance with applicable federal, State, and local regulations, all development projects would be required to implement plans during construction and operation (e.g., SWPPP and WQMP) to preclude adverse effects to water quality, which would avoid a cumulatively-considerable impact.</p> <p>The Project and other projects in the Santa Ana River Basin would be required to comply with federal, State, and local regulations in order to preclude flood hazards both on- and off-site. Compliance with federal, State, and local regulations would require on-site areas to be protected, at a minimum, from flooding during peak storm events (i.e., 100-year storm) and that proposed development would not expose downstream properties to increased flooding risks during peak storm events. Accordingly, a cumulatively-considerable effect related to flooding would not occur.</p>				

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Land Use and Planning

The Project would not physically divide an established community, or conflict with applicable land use/planning documents; therefore, there is no potential for the Project to contribute to a cumulatively-considerable impact related to land use and planning.

Mineral Resources

The Project would have no impact on mineral resources. Therefore, there is no potential for the Project to contribute to a cumulatively-considerable impact under this topic.

Noise

Noise levels diminish rapidly with distance; therefore, for a development project to contribute to a noise-related cumulative impact it must be located in close proximity to another development project or source of substantial noise. There are no known active, pending, or planned construction projects in the immediate vicinity of the Project Site that would overlap with the Project's proposed construction schedule. Although the Project Site is adjacent to active construction projects on the west side of Old 215 Frontage Road, simultaneous construction of the Project and these other development projects is not expected to occur because the Project is substantially "behind" these other development proposals as the Project still needs to complete the City's discretionary review process before being considered for approval by the City's decision-makers (and, if approved, would still require the City's review and issuance of construction permits). The proposed Old 215 Industrial Park project is not expected to result in substantial cumulative construction noise – although its construction may overlap with the Project – because the Old 215 Industrial Park project site is located approximately 0.25-mile south of the Project Site without a clear line of sight to the Project Site. Due to attenuation from distance and intervening development, construction noise from the Old 215 Industrial Park project would not result in considerable cumulative effects at sensitive receptors near the Project Site.

Under long-term operating conditions, the Project would comply with the City of Moreno Valley noise ordinance and would not produce substantial noise or noticeable vibration at the Project Site; all nearby development projects would similarly be required to comply with applicable noise and vibration control regulations, which would avoid a cumulatively considerable impact.

Population and Housing

The Project would not implement land uses that generate new residents and would not require the construction of replacement housing. Accordingly, the City has anticipated – and planned for – the growth that would occur on the Project Site and there is no potential for the Project to result in an adverse, cumulatively-considerable environmental effect related to population and housing.

Public Services

All development projects in the City of Moreno Valley, including the Project, would be required to pay development impact fees, a portion of which would be used by the City for the provision of public services, to offset the incremental increase in demand for fire protection and police protection services. Furthermore, future development would generate an on-going stream of property tax revenue and sales tax revenue, which would provide funds that could be used by the City of Moreno Valley for the provision of fire and police protection services. The Project would not directly result in the introduction of new residents to the City and, therefore, would have no potential to result in cumulatively-considerable impacts to resident-serving public facilities such as schools, parks, libraries, and other public facilities or services.

Recreation

The Project would have no impact to recreation facilities. Therefore, there is no potential for the Project to contribute to a cumulatively-considerable impact under this topic.

Transportation

The Project would not conflict with any City policies addressing the circulation network and would not generate VMT that would have the potential to contribute to a substantial increase in the total citywide or regional VMT. Therefore, implementation of the Project would not contribute to any adverse, cumulatively considerable transportation effects.

Tribal Cultural Resource

Development activities of the Project Site would not impact any known tribal cultural resources. However, there is the remote potential that such resources are buried beneath the surface of the Project Site and

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<p>could be impacted during construction. Other projects within region would similarly have the potential to impact unknown, subsurface tribal cultural resources during ground-disturbing activities. Therefore, the potential for development on the Project Site to impact subsurface tribal cultural resource deposits is a cumulatively considerable impact. Application of MMs CR-1 and MM CR-3 though CR-9 would reduce the Project's cumulative impacts to less-than-significant levels.</p> <p><u>Utilities and Service Systems</u> Development of public utility infrastructure is part of an extensive planning process involving utility providers and jurisdictions with discretionary review authority. The coordination process associated with the preparation of infrastructure plans is intended to ensure that adequate public utility services and resources are available to serve both individual development projects and cumulative growth in the region. Each individual development project is subject to review for utility capacity to avoid unanticipated interruptions in service or inadequate supplies. Coordination with the utility providers would allow for the provision of utility services to the Project and other developments. The Project and other planned projects are subject to connection and service fees to offset increased demand and assist in facility expansion and service improvements (at the time of need). Because of the utility planning and coordination activities described above, cumulatively considerable impacts to utilities and service systems would not occur.</p> <p><u>Wildfire</u> The Project Site is not located in or within proximity to an SRA or very high fire hazard area. Therefore, implementation of the Project would result in no adverse impacts associated with wildfire.</p>				
<p>c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: The Project's potential to result in environmental effects that could adversely affect human beings, either directly or indirectly, has been discussed throughout this Initial Study. In instances where the Project has potential to result in direct or indirect adverse effects to human beings (air quality and associated effects on human health from air pollutants, and construction-related noise and potential effects on hearing impairment), project design feature best practices and mitigation measures have been applied to ensure impacts to not rise above a level of significance. With required implementation of project design features and the mitigation measures identified in this Initial Study, construction and operation of the proposed Project would not involve any activities that would result in environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly.</p>				

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Mitigation Monitoring and Report Program (MMRP)

Cottonwood & Edgemont Project Moreno Valley, California

Lead Agency

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

Applicant

CDRE Holdings 21 LLC
523 Main Street
El Segundo, CA 90245

CEQA Consultant

T&B Planning, Inc.
3200 El Camino Real, Suite 100
Irvine, CA 92602

Lead Agency Discretionary Permits

Master Plot Plan (PEN21-0325)
Plot Plan (PEN20-0326)
Tentative Parcel Map (PEN20-0327)

February 2023

Impact	Mitigation Measure (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
Biological Resources					
<p>Threshold a & d: There is potential for the Project to impact protected nesting birds and migratory birds.</p>	<p>MM BR-1: As a condition of approval for all grading permits, vegetation clearing and ground disturbance shall be prohibited during the migratory bird nesting season (February 1 through September 15), unless a migratory bird nesting survey is completed in accordance with the following requirements:</p> <ul style="list-style-type: none"> a) A migratory nesting bird survey of the project's impact footprint shall be conducted by a qualified biologist within (3) days prior to initiating vegetation clearing or ground disturbance. b) A copy of the migratory nesting bird survey results report shall be provided to the City of Moreno Valley Planning Division. If the survey identifies the presence of active nests, then the qualified biologist shall provide the City of Moreno Valley Planning Division with a copy of maps showing the location of all nests and an appropriate buffer zone around each nest sufficient to protect the nest from direct and indirect impact. The size and location of all buffer zones, if required, shall be subject to review and approval by the City of Moreno Valley Planning Division and shall be no less than a 300-foot radius 	Project Biologist	City of Moreno Valley Planning Division	Within three (3) days prior to initiating vegetation clearing or ground disturbance	Less than significant with mitigation incorporated

Impact	Mitigation Measure (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
	around the nest for non-raptors and a 500-foot radius around the nest for raptors. The nests and buffer zones shall be field checked weekly by a qualified biological monitor. The approved buffer zone shall be marked in the field with construction fencing, within which no vegetation clearing or ground disturbance shall commence until the qualified biologist and City Planning Division verify that the nests are no longer occupied and the juvenile birds can survive independently from the nests.				
Cultural Resources					
<p>Threshold a: There is potential for buried historical deposits to be present on the Project site.</p> <p>Threshold b: There is potential for significant archaeological resources to be unearthed during ground-disturbing activities associated with Project construction.</p>	<p>MM CR-1: Prior to the issuance of a grading permit, the Developer shall retain a professional archaeologist to conduct monitoring of all ground disturbing 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 contractor and the City, shall develop a CRMP as defined in Mitigation Measure CR-3. The Project Archaeologist 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</p>	Project Developer; Project Archaeologist	City of Moreno Valley Planning Division	Prior the issuance of a grading permit	Less than significant with mitigation incorporated

Impact	Mitigation Measure (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
	<p>in attendance. The archaeological monitor 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</p> <p>MM CR-3: The Project Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a CRMP in consultation pursuant to the definition in AB52 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 AB 52 tribal consultation process for the Project, has not opted out of the AB52 consultation process, and has completed AB 52 consultation with the City as provided for in Cal Pub Res Code Section 21080.3.2(b)(1) of AB52. Details in the Plan shall include:</p> <ul style="list-style-type: none"> a) Project description and location; b) Project grading and development scheduling; c) Roles and responsibilities of individuals on the Project; d) The pre-grading meeting and Cultural Resources Worker Sensitivity Training details; e) The protocols and stipulations that the contractor, City, Consulting Tribe (s) and Project 	<p>Project Archaeologist</p>	<p>City of Moreno Valley Planning Division</p>	<p>Prior the issuance of a grading permit</p>	

Impact	Mitigation Measure (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
	<p>archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation;</p> <p>f) The type of recordation needed for inadvertent finds and the stipulations of recordation of sacred items; and</p> <p>g) Contact information of relevant individuals for the Project.</p> <p>MM CR-4: In the event that Native American cultural resources are discovered during the course of ground disturbing activities (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries:</p> <p>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:</p> <p>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.</p>	<p>Project Developer; Project Archaeologist</p>	<p>City of Moreno Valley Planning Division</p>	<p>In the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries)</p>	

Impact	Mitigation Measure (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
	<p>ii. Onsite reburial of the discovered items as detailed in the treatment plan required pursuant to Mitigation Measure CR-1. 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 Mitigation Measure CR-3 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.</p> <p>MM CR-5: The City shall verify that the following note is included on the Grading Plan:</p> <p>“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</p>	<p>Project Developer; Project Archaeologist</p>	<p>City of Moreno Valley Planning Division and Land Development Division</p>	<p>Prior to the issuance of a grading permit</p>	

Impact	Mitigation Measure (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
	<p>Tribal Representatives to the site to assess the significance of the find." MM CR-6: If potential historic or cultural resources are uncovered during excavation or construction activities at the project site that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to Project approval, all ground disturbing activities in the affected area within 100 feet of the uncovered resource 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. Further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate mitigation. Work shall be allowed to continue outside of the buffer area and will be monitored by additional archeologist and Tribal Monitors, if needed. Determinations and recommendations by the consultant shall be immediately submitted to the Planning Division for consideration, and implemented as deemed appropriate by the Community</p>	<p>Project Developer; Project Archaeologist</p>	<p>City of Moreno Valley Planning Division</p>	<p>In the event that cultural resources are discovered during the course of grading (inadvertent discoveries)</p>	

Impact	Mitigation Measure (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
	<p>Development Director, in consultation with the State Historic Preservation Officer (SHPO) and any and all Consulting Native American Tribes as defined in CR-2 before any further work commences in the affected area. If the find is determined to be significant and avoidance of the site has not been achieved, a Phase III data recovery plan shall be prepared by the Project Archeologist, in consultation with the Tribe, and shall be submitted to the City for their review and approval prior to implementation of the said plan.</p> <p>MM CR-7: 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)</p> <p>MM CR-8: It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human</p>	<p>Project Construction Contractor, County Coroner</p>	<p>City of Moreno Valley Planning Division and Land Development Division</p>	<p>If human remains are discovered</p>	

Attachment: Exhibit A to Resolution No. 2023-04 [Revision 1] (6149 : Master Plot Plan, a Plot Plan and a

Impact	Mitigation Measure (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
	<p>remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code 6254 (r)., parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r).</p> <p>MM CR-9: Prior to final inspection, the developer/permit holder shall prompt the Project Archeologist to submit two (2) copies of the Phase III Data Recovery report (if required for the Project) and the Phase IV Cultural Resources Monitoring Report that complies with the Community Development Department's requirements for such reports. The Phase IV report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Community Development Department shall review the reports to determine adequate mitigation compliance. Provided the reports are adequate, the Community Development Department shall clear this condition. Once the report(s) are determined to be adequate, two (2) copies shall be submitted to the</p>	<p>Project Developer; Project Archeologist</p>	<p>Development Division</p> <p>City of Moreno Valley Planning Division and Land Development Division</p>	<p>Prior to final inspection</p>	

Impact	Mitigation Measure (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
	Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy shall be submitted to the Consulting Tribe(s) Cultural Resources Department(s).				
Geology and Soils					
<p>Threshold f: There is potential for Project-related grading activities to uncover and impact paleontological resources.</p>	<p>MM GEO-1: Prior to the issuance of a grading permit, the Project Applicant shall provide evidence to the City of Moreno Valley that a qualified paleontologist has been retained by the Project Applicant to conduct monitoring of excavation activities and has the authority to halt and redirect earthmoving activities in the event that suspected paleontological resources are unearthed.</p> <p>MM GEO-2: The paleontological monitor shall conduct full-time monitoring during mass grading, trenching, and excavation operations in undisturbed, very old alluvial fan sediments that occur at depths between 1-5 feet below the existing ground surface on the Project Site. The paleontological monitor shall be equipped to salvage fossils if 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. The paleontological monitor shall be empowered to temporarily halt or divert equipment to allow of removal of abundant and large specimens in a timely manner. Monitoring may be</p>	<p>Project Applicant; Project Construction Contractor; Project Paleontologist</p> <p>Project Applicant; Project Construction Contractor; Project Paleontologist</p>	<p>City of Moreno Valley Planning Division</p> <p>City of Moreno Valley Planning Division</p>	<p>Prior to the issuance of a grading permit</p> <p>Concurrent with grading activities</p>	<p>Less than significant with mitigation incorporated</p>

Impact	Mitigation Measure (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
	<p>reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined upon exposure and examination by qualified paleontological personnel to have a low potential to contain or yield fossil resources.</p> <p>MM GEO-3: Recovered specimens shall be properly prepared to a point of identification and permanent preservation, including screen washing sediments to recover small invertebrates and vertebrates, if necessary. Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage, such as the Western Science Museum in Hemet, California, is required for significant discoveries.</p> <p>MM GEO-4: A final monitoring and mitigation report of findings and significance shall be prepared, including lists of all fossils recovered, if any, and necessary maps and graphics to accurately record the original location of the specimens. The report shall be submitted to the City of Moreno Valley prior to building final.</p>	<p>Project Applicant; Project Construction Contractor; Project Paleontologist</p> <p>Project Applicant; Project Construction Contractor; Project Paleontologist</p>	<p>City of Moreno Valley Planning Division</p> <p>City of Moreno Valley Planning Division</p>	<p>Prior to grading permit final inspection</p> <p>Prior to building final</p>	

Attachment: Exhibit A to Resolution No. 2023-04 [Revision 1] (6149 : Master Plot Plan, a Plot Plan and a

Exhibit B

**NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION /
NEWSPAPER NOTICE**

Attachment: Exhibit B to Resolution No. 2023-04 [Revision 1] (6149 : Master Plot Plan, a Plot Plan and a Tentative Parcel Map)

**CITY OF MORENO VALLEY
NOTICE OF INTENT TO ADOPT A
MITIGATED NEGATIVE DECLARATION**

NOTICE IS HEREBY GIVEN that the City of Moreno Valley is considering a recommendation that the project herein identified will have no significant environmental impact in compliance with Section 15070 of the CEQA guidelines. A copy of the **MITIGATED NEGATIVE DECLARATION** and the **ENVIRONMENTAL CHECKLIST**, which supports the proposed findings, are on file at the City of Moreno Valley.

Project: Plot Plans (PEN21-0325, PEN21-0326)
Tentative Parcel Map 38325 (PEN21-0327)

Applicant: CDRE Holdings 21 LLC

Property Owners: CDRE Holdings 21 LLC

APNs: 263-190-012, 014 through 019, and 036

Location: East side of Old 215 Frontage Road south of Cottonwood Avenue

Proposal: The applicant is requesting approval of the following entitlements: 1) Master Plot Plan/Building 1 (PEN21-0325), Plot Plan Building 2 (PEN21-0326), and Tentative Parcel Map No. 38325 (PEN21-0327) for the development of two (2) approximately 49,815 square foot light industrial buildings with associated improvements on 7.94 acres in the Business Park (BP) District.

Council District: 1

This Notice of Intent (NOI) has been prepared to notify agencies and interested parties that the City of Moreno Valley as the Lead Agency has prepared an Initial Study/Mitigated Negative Declaration (IS/MND) pursuant to the requirements of the California Environmental Quality Act (CEQA) to evaluate the potential environmental impacts associated with construction and operation of the project as described below.

Project Description: The Cottonwood & Edgemont Project comprises a proposal for a Master Plot Plan (PEN21-0325), Plot Plan (PEN21-0326), and Tentative Parcel Map No. 38325 (PEN21-0327) to allow for the development of two (2) light industrial buildings with a total combined building floor area of 99,630 square feet (s.f.) on an approximately 7.94-gross-acre property (6.88 net acres). The Project would include cargo loading areas at each building (within an enclosed truck court with loading docks on the eastern sides of the proposed buildings), parking areas, landscaping, signage, and lighting.

The Project site is not included on any list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

Document Availability: The Initial Study/Mitigated Negative Declaration, and all documents incorporated and/or referenced therein, can be reviewed during normal business hours (7:30 a.m. to 5:30 p.m., Monday through Thursday and Friday, 7:30 a.m. to 4:30 p.m.) at the City of Moreno Valley Planning Division counter, located at 14177 Frederick Street, Moreno Valley, CA 92553. The documents may also be reviewed on the City's website at <http://www.moreno-valley.ca.us/cdd/documents/about-projects.html>

Potential Environmental Impacts: The City of Moreno Valley has prepared an Initial Study to determine the environmental effects associated with the above actions and finds the issuance of a Mitigated Negative Declaration is the appropriate level of environmental review. The Initial Study/Mitigated Negative Declaration concludes that all potentially significant impacts of the Project would be mitigated to a less than significant level.

Comment Deadline: Pursuant to Section 15105(b) of the CEQA Guidelines, the City has established a 20-day public review period for the Initial Study/Mitigated Negative Declaration which begins February 9, 2023, and ends March 1, 2023. Written comments on the Initial Study/Mitigated Negative Declaration must be received at the City of Moreno Valley Community Development Department by no later than the conclusion of the 20-day review period, 5:30 p.m. on March 1, 2023. Written comments on the Initial Study/Mitigated Negative Declaration should be addressed to:

Julia Descoteaux, Senior Planner
14177 Frederick Street
Post Office Box 88005
Moreno Valley, California 92552 Phone: (951) 413-3206
Email: juliad@moval.org

Press-Enterprise

February 9, 2023

Sean Kelleher
Planning Official

Newspaper

Date of Publication

Community Development Department

Exhibit C

MITIGATION MONITORING AND REPORTING PROGRAM

Attachment: Exhibit C to Resolution No. 2023-04 [Revision 1] (6149 : Master Plot Plan, a Plot Plan and a Tentative Parcel Map)

Mitigation Monitoring and Report Program (MMRP)

Cottonwood & Edgemont Project Moreno Valley, California

Lead Agency

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

Applicant

CDRE Holdings 21 LLC
523 Main Street
El Segundo, CA 90245

CEQA Consultant

T&B Planning, Inc.
3200 El Camino Real, Suite 100
Irvine, CA 92602

Lead Agency Discretionary Permits

Master Plot Plan (PEN21-0325)
Plot Plan (PEN20-0326)
Tentative Parcel Map (PEN20-0327)

February 2023

Impact	Mitigation Measure (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
Biological Resources					
<p>Threshold a & d: There is potential for the Project to impact protected nesting birds and migratory birds.</p>	<p>MM BR-1: As a condition of approval for all grading permits, vegetation clearing and ground disturbance shall be prohibited during the migratory bird nesting season (February 1 through September 15), unless a migratory bird nesting survey is completed in accordance with the following requirements:</p> <ul style="list-style-type: none"> a) A migratory nesting bird survey of the project's impact footprint shall be conducted by a qualified biologist within (3) days prior to initiating vegetation clearing or ground disturbance. b) A copy of the migratory nesting bird survey results report shall be provided to the City of Moreno Valley Planning Division. If the survey identifies the presence of active nests, then the qualified biologist shall provide the City of Moreno Valley Planning Division with a copy of maps showing the location of all nests and an appropriate buffer zone around each nest sufficient to protect the nest from direct and indirect impact. The size and location of all buffer zones, if required, shall be subject to review and approval by the City of Moreno Valley Planning Division and shall be no less than a 300-foot radius 	Project Biologist	City of Moreno Valley Planning Division	Within three (3) days prior to initiating vegetation clearing or ground disturbance	Less than significant with mitigation incorporated

Impact	Mitigation Measure (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
	<p>around the nest for non-raptors and a 500-foot radius around the nest for raptors. The nests and buffer zones shall be field checked weekly by a qualified biological monitor. The approved buffer zone shall be marked in the field with construction fencing, within which no vegetation clearing or ground disturbance shall commence until the qualified biologist and City Planning Division verify that the nests are no longer occupied and the juvenile birds can survive independently from the nests.</p>				
Cultural Resources					
<p>Threshold a: There is potential for buried historical deposits to be present on the Project site.</p> <p>Threshold b: There is potential for significant archaeological resources to be unearthed during ground-disturbing activities associated with Project construction.</p>	<p>MM CR-1: Prior to the issuance of a grading permit, the Developer shall retain a professional archaeologist to conduct monitoring of all ground disturbing 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 contractor and the City, shall develop a CRMP as defined in Mitigation Measure CR-3. The Project Archaeologist 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</p>	<p>Project Developer; Project Archaeologist</p>	<p>City of Moreno Valley Planning Division</p>	<p>Prior the issuance of a grading permit</p>	<p>Less than significant with mitigation incorporated</p>

Impact	Mitigation Measure (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
	<p>in attendance. The archaeological monitor 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</p> <p>MM CR-3: The Project Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a CRMP in consultation pursuant to the definition in AB52 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 AB 52 tribal consultation process for the Project, has not opted out of the AB52 consultation process, and has completed AB 52 consultation with the City as provided for in Cal Pub Res Code Section 21080.3.2(b)(1) of AB52. Details in the Plan shall include:</p> <ul style="list-style-type: none"> a) Project description and location; b) Project grading and development scheduling; c) Roles and responsibilities of individuals on the Project; d) The pre-grading meeting and Cultural Resources Worker Sensitivity Training details; e) The protocols and stipulations that the contractor, City, Consulting Tribe (s) and Project 	<p>Project Archaeologist</p>	<p>City of Moreno Valley Planning Division</p>	<p>Prior the issuance of a grading permit</p>	

Impact	Mitigation Measure (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
	<p>archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation;</p> <p>f) The type of recordation needed for inadvertent finds and the stipulations of recordation of sacred items; and</p> <p>g) Contact information of relevant individuals for the Project.</p> <p>MM CR-4: In the event that Native American cultural resources are discovered during the course of ground disturbing activities (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries:</p> <p>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:</p> <p>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.</p>	<p>Project Developer; Project Archaeologist</p>	<p>City of Moreno Valley Planning Division</p>	<p>In the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries)</p>	

Impact	Mitigation Measure (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
	<p>ii. Onsite reburial of the discovered items as detailed in the treatment plan required pursuant to Mitigation Measure CR-1. 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 Mitigation Measure CR-3 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.</p> <p>MM CR-5: The City shall verify that the following note is included on the Grading Plan:</p> <p>“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</p>	<p>Project Developer; Project Archaeologist</p>	<p>City of Moreno Valley Planning Division and Land Development Division</p>	<p>Prior to the issuance of a grading permit</p>	

Impact	Mitigation Measure (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
	<p>Tribal Representatives to the site to assess the significance of the find." MM CR-6: If potential historic or cultural resources are uncovered during excavation or construction activities at the project site that were not assessed by the archaeological report(s) and/or environmental assessment conducted prior to Project approval, all ground disturbing activities in the affected area within 100 feet of the uncovered resource 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. Further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate mitigation. Work shall be allowed to continue outside of the buffer area and will be monitored by additional archeologist and Tribal Monitors, if needed. Determinations and recommendations by the consultant shall be immediately submitted to the Planning Division for consideration, and implemented as deemed appropriate by the Community</p>	<p>Project Developer; Project Archaeologist</p>	<p>City of Moreno Valley Planning Division</p>	<p>In the event that cultural resources are discovered during the course of grading (inadvertent discoveries)</p>	

Impact	Mitigation Measure (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
	<p>Development Director, in consultation with the State Historic Preservation Officer (SHPO) and any and all Consulting Native American Tribes as defined in CR-2 before any further work commences in the affected area. If the find is determined to be significant and avoidance of the site has not been achieved, a Phase III data recovery plan shall be prepared by the Project Archeologist, in consultation with the Tribe, and shall be submitted to the City for their review and approval prior to implementation of the said plan.</p> <p>MM CR-7: 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)</p> <p>MM CR-8: It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human</p>	<p>Project Construction Contractor, County Coroner</p> <p>Project Developer, County Coroner</p>	<p>City of Moreno Valley Planning Division and Land Development Division</p> <p>City of Moreno Valley Planning Division and Land</p>	<p>If human remains are discovered</p> <p>If human remains are discovered</p>	

Attachment: Exhibit C to Resolution No. 2023-04 [Revision 1] (6149 : Master Plot Plan, a Plot Plan and a

Impact	Mitigation Measure (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
	<p>remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code 6254 (r)., parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r).</p> <p>MM CR-9: Prior to final inspection, the developer/permit holder shall prompt the Project Archeologist to submit two (2) copies of the Phase III Data Recovery report (if required for the Project) and the Phase IV Cultural Resources Monitoring Report that complies with the Community Development Department's requirements for such reports. The Phase IV report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Community Development Department shall review the reports to determine adequate mitigation compliance. Provided the reports are adequate, the Community Development Department shall clear this condition. Once the report(s) are determined to be adequate, two (2) copies shall be submitted to the</p>	<p>Project Developer; Project Archeologist</p>	<p>Development Division</p> <p>City of Moreno Valley Planning Division and Land Development Division</p>	<p>Prior to final inspection</p>	

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	Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy shall be submitted to the Consulting Tribe(s) Cultural Resources Department(s).				
Geology and Soils					
<p>Threshold f: There is potential for Project-related grading activities to uncover and impact paleontological resources.</p>	<p>MM GEO-1: Prior to the issuance of a grading permit, the Project Applicant shall provide evidence to the City of Moreno Valley that a qualified paleontologist has been retained by the Project Applicant to conduct monitoring of excavation activities and has the authority to halt and redirect earthmoving activities in the event that suspected paleontological resources are unearthed.</p> <p>MM GEO-2: The paleontological monitor shall conduct full-time monitoring during mass grading, trenching, and excavation operations in undisturbed, very old alluvial fan sediments that occur at depths between 1-5 feet below the existing ground surface on the Project Site. The paleontological monitor shall be equipped to salvage fossils if 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. The paleontological monitor shall be empowered to temporarily halt or divert equipment to allow of removal of abundant and large specimens in a timely manner. Monitoring may be</p>	<p>Project Applicant; Project Construction Contractor; Project Paleontologist</p> <p>Project Applicant; Project Construction Contractor; Project Paleontologist</p>	<p>City of Moreno Valley Planning Division</p> <p>City of Moreno Valley Planning Division</p>	<p>Prior to the issuance of a grading permit</p> <p>Concurrent with grading activities</p>	<p>Less than significant with mitigation incorporated</p>

Impact	Mitigation Measure (MM)	Responsible Party	Monitoring Party	Implementation Stage	Level of Significance
	<p>reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined upon exposure and examination by qualified paleontological personnel to have a low potential to contain or yield fossil resources.</p> <p>MM GEO-3: Recovered specimens shall be properly prepared to a point of identification and permanent preservation, including screen washing sediments to recover small invertebrates and vertebrates, if necessary. Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage, such as the Western Science Museum in Hemet, California, is required for significant discoveries.</p> <p>MM GEO-4: A final monitoring and mitigation report of findings and significance shall be prepared, including lists of all fossils recovered, if any, and necessary maps and graphics to accurately record the original location of the specimens. The report shall be submitted to the City of Moreno Valley prior to building final.</p>	<p>Project Applicant; Project Construction Contractor; Project Paleontologist</p> <p>Project Applicant; Project Construction Contractor; Project Paleontologist</p>	<p>City of Moreno Valley Planning Division</p> <p>City of Moreno Valley Planning Division</p>	<p>Prior to grading permit final inspection</p> <p>Prior to building final</p>	

RESOLUTION NUMBER 2023-05

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MORENO VALLEY, CALIFORNIA, APPROVING TENTATIVE PARCEL MAP 38395 (PEN22-0051) AND TWO PLOT PLANS (PEN21-0325 and PEN21-0326) FOR TWO LIGHT INDUSTRIAL BUILDINGS LOCATED ON THE EAST SIDE OF OLD 215 FRONTAGE ROAD SOUTH OF COTTONWOOD AVENUE (APN'S 263-190-012, 014 THROUGH 019, AND 036)

WHEREAS, the City of Moreno Valley ("City") is a general law city and a municipal corporation of the State of California; and

WHEREAS, Compass Danbe Real Estate Partners (CDRE Holdings 21, LLC.), ("Applicant") has submitted an application for a Tentative Parcel Map 38325 (PEN21-0327), Master Plot Plan (PEN21-0325), and Plot Plan (PEN21-0326) to subdivide the approximately 7.94-acre site into two approximately 3.95 acre lots and develop two light industrial buildings and public improvements ("Proposed Project") located on the east side of Old 215 Frontage Road south of Cottonwood Avenue (APN's 263-190-012, 014 through 019, and 036) ("Project Site"); and

WHEREAS, the Proposed Project has been evaluated in accordance with Chapter 9.14 (Land Divisions) and Section 9.02.070 (Plot Plan) of the Municipal Code with consideration given to the City's General Plan, Zoning Ordinance, and other applicable laws and regulations; and

WHEREAS, Chapter 9.14 (Land Division) of the Moreno Valley Municipal Code imposes conditions of approval upon projects for which a Tentative Parcel Map 38325 (PEN21-0327) is required, which conditions may be imposed by the Planning Commission to address on-site improvements, off-site improvements, the manner in which the Project Site is used, and any other conditions as may be deemed necessary to protect the public health, safety, and welfare and ensure that the Proposed Project will be developed in accordance with the purpose and intent of Title 9 (Planning and Zoning) of the Municipal Code; and

WHEREAS, Section 9.02.070 of the Municipal Code imposes conditions of approval upon projects for which a Plot Plan is required, which conditions may be imposed by the Planning Commission to address on-site improvements, off-site improvements, the manner in which the site is used, and any other conditions as may be deemed necessary to protect the public health, safety, and welfare and ensure that the Proposed Project will be developed in accordance with the purpose and intent of Title 9 ("Planning and Zoning") of the Municipal Code; and

WHEREAS, consistent with the requirements of Chapter 9.14 (Land Divisions) of the Municipal Code, at the public hearing the Planning Commission considered Conditions of Approval to be imposed upon Tentative Parcel Map 38325 (PEN21-0327), which conditions were prepared by Planning Division staff who deemed said conditions

to be necessary to protect the public health, safety, and welfare and to ensure the Proposed Project will be developed in accordance with the purpose and intent of Title 9 (Planning and Zoning) of the Municipal Code; and

WHEREAS, consistent with the requirements of Section 9.02.070 (Plot Plan) of the Municipal Code, at the public hearing the Planning Commission considered Conditions of Approval to be imposed upon Plot Plan (PEN21-0325) and (PEN21-0326) for the Plot Plans, which conditions were prepared by Planning Division staff who deemed said conditions to be necessary to protect the public health, safety, and welfare and to ensure the Proposed Project will be developed in accordance with the purpose and intent of Title 9 (“Planning and Zoning”) of the Municipal Code; and

WHEREAS, pursuant to the provisions of Section 9.02.200 (Public Hearing and Notification Procedures) of the Municipal Code and Government Code section 65905, a public hearing was scheduled for March 9, 2023, and notice thereof was duly published and posted and mailed to all property owners of record within 600 feet of the Project Site; and

WHEREAS, on March 9, 2023, the public hearing to consider the Proposed Project was duly conducted by the Planning Commission at which time all interested persons were provided with an opportunity to testify and to present evidence; and

WHEREAS, at the public hearing, the Planning Commission considered whether each of the requisite findings specified in Section 9.02.070 and 9.14 of the Municipal Code and set forth herein could be made with respect to the Proposed Project as conditioned by Conditions of Approval; and

WHEREAS, on March 9, 2023, in accordance with the provisions of the California Environmental Quality Act (CEQA¹) and CEQA Guidelines,² the Planning Commission considered and approved Resolution 2023-04 certifying a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the Proposed Project.

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

Section 1. Recitals and Exhibits

That the foregoing Recitals and attached Exhibits are true and correct and are hereby incorporated by this reference.

Section 2. Notice

That pursuant to Government Code section 66020(d)(1), notice is hereby given that the Proposed Project is subject to certain fees, dedications, reservations, and other exactions as provided herein, in the staff report and conditions of approval (collectively,

¹ Public Resources Code §§ 21000-21177

² 14 California Code of Regulations §§15000-15387

“Conditions”); and these Conditions constitute written notice of a statement of the amount of such fees, and a description of the dedications, reservations, and other exactions. You are hereby further notified that the ninety-day approval period in which you may protest these fees, dedications, reservations, and other exactions, pursuant to Government Code Section 66020(a), has begun.

Section 3. Evidence

That the Planning Commission has considered all of the evidence submitted into the administrative record for the Proposed Project, including, but not limited to, the following:

- (a) Moreno Valley General Plan and all other relevant provisions contained therein;
- (b) Title 9 (Planning and Zoning) of the Moreno Valley Municipal Code, and all other relevant provisions referenced therein;
- (c) Application for the approval of Tentative Parcel Map 38325 (PEN21-0327), Master Plot Plan (PEN21-0325) and Plot Plan (PEN21-0326), including Resolution No. 2023-05, and all documents, records, and references contained therein;
- (d) Conditions of Approval for Tentative Parcel Map 38325 (PEN21-0327), Master Plot Plan (PEN21-0325) and Plot Plan (PEN21-0326), attached hereto as Exhibit A;
- (e) Staff Report prepared for the Planning Commission’s consideration and all documents, records, and references related thereto, and Staff’s presentation at the public hearing;
- (f) Testimony and/or comments from Applicant and its representatives during the public hearing; and
- (g) Testimony and/or comments from all persons that were provided in written format or correspondence, at, or prior to, the public hearing.

Section 4. Findings

That based on the foregoing Recitals and the Evidence contained in the Administrative Record as set forth above, the Planning Commission makes the following findings in approving the Proposed Project Tentative Parcel Map 38325 (PEN21-0327), Master Plot Plan (PEN21-0325) and Plot Plan (PEN21-0326):

- (a) That the proposed land division is consistent with the General Plan;
- (b) That the design or improvement of the proposed land division is consistent with applicable general and specific plans;
- (c) That the site of the proposed land division is physically suitable for the type of development;
- (d) That the site of the proposed land division is physically suitable for the proposed density of the development;

- (e) That the design of the proposed land division or the proposed improvements are not likely to cause substantial environmental damage or substantially and unavoidably injure fish or wildlife or their habitat,
- (f) That the design of the proposed land division or the type of improvements are not likely to cause serious public health problems;
- (g) That the design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision;
- (h) That the proposed land division is not subject to the Williamson Act pursuant to the California Land Conservation Act of 1965;
- (i) That the proposed land division and the associated design and improvements are consistent with applicable ordinances of the city;
- (j) That the design of the land division provides, to the extent feasible, for future passive or natural heating and cooling opportunities in the subdivision;
- (k) That the effect of the proposed land division on the housing needs of the region was considered and balanced against the public service needs of the residents of Moreno Valley and available fiscal and environmental resources;
- (l) The Proposed Project is consistent with the goals, objectives, policies, and programs of the general plan;
- (m) The Proposed Project complies with all applicable zoning and other regulations;
- (n) The Proposed Project will not be detrimental to the public health, safety, or welfare or materially injurious to properties or improvements in the vicinity; and
- (o) The location, design, and operation of the Proposed Project will be compatible with existing and planned land uses in the vicinity.

Section 5. Approval

That based on the foregoing Recitals, Evidence contained in the Administrative Record, and Findings set forth above, the Planning Commission hereby approves the Proposed Tentative Parcel Map 38325 (PEN21-0327), Master Plot Plan (PEN21-0325) and Plot Plan (PEN21-0326) subject to the Conditions of Approval for Tentative Parcel Map 38325 (PEN21-0327), Master Plot Plan (PEN21-0325) and Plot Plan (PEN21-0326), attached hereto as Exhibit A, Exhibit B, and Exhibit C, respectively.

Section 6. Repeal of Conflicting Provisions

That all the provisions as heretofore adopted by the Planning Commission that are in conflict with the provisions of this Resolution are hereby repealed.

Section 7. Severability

That the Planning Commission declares that, should any provision, section, paragraph, sentence, or word of this Resolution be rendered or declared invalid by any final court action in a court of competent jurisdiction or by reason of any preemptive

legislation, the remaining provisions, sections, paragraphs, sentences or words of this Resolution as hereby adopted shall remain in full force and effect.

Section 8. Effective Date

That this Resolution shall take effect immediately upon the date of adoption.

Section 9. Certification

That the Secretary of the Planning Commission shall certify to the passage of this Resolution.

PASSED AND ADOPTED THIS 9th day of March 2023.

CITY OF MORENO VALLEY
PLANNING COMMISSION

Alvin DeJohette, Chairperson

ATTEST:

Sean Kelleher, Planning Manager

APPROVED AS TO FORM:

Steven B. Quintanilla, City Attorney

- Exhibits:
- Exhibit A: Conditions of Approval PEN21-0327
- Exhibit B: Conditions of Approval PEN21-0325
- Exhibit C: Conditions of Approval PEN21-0326

Attachment: Resolution No. 2023-05 [Revision 4] (6149 : Master Plot Plan, a Plot Plan and a Tentative Parcel Map)

Exhibit A

Conditions of Approval PEN21-0327

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Tentative Parcel Map (PEN21-0327)

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CITY OF MORENO VALLEY
 CONDITIONS OF APPROVAL
 Tentative Parcel Map (PEN21-0327)

EFFECTIVE DATE:

EXPIRATION DATE:

COMMUNITY DEVELOPMENT DEPARTMENT**Planning Division**

1. The Developer shall defend, indemnify and hold harmless the City, city council, commissions, boards, subcommittees and the City's elected and appointed officials, commissioners, board members, officers, agents, consultants and employees ("City Parties") from and against any and all liabilities, demands, claims, actions or proceedings and costs and expenses incidental thereto (including costs of defense, settlement and reasonable attorneys' fees), which any or all of them may suffer, incur, be responsible for or pay out as a result of or in connection with any challenge to the legality, validity or adequacy of any of the following items: (i) any prior or current agreements by and among the City and the Developer; (ii) the current, concurrent and subsequent permits, licenses and entitlements approved by the City; (iii) any environmental determination made by the City in connection with the Project Site and the Project; and (iv) any proceedings or other actions undertaken by the City in connection with the adoption or approval of any of the above. In the event of any administrative, legal, equitable action or other proceeding instituted by any third party (including without limitation a governmental entity or official) challenging the legality, validity or adequacy of any of the above items or any portion thereof, the Parties shall mutually cooperate with each other in defense of said action or proceeding. Notwithstanding the above, the City, at its sole option, may tender the complete defense of any third party challenge as described herein. In the event the City elects to contract with special counsel to provide for such a defense, the City shall meet and confer with the Developer regarding the selection of counsel, and the Developer shall pay all costs related to retention of such counsel by the City.

2. 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)

3. All site plans, grading plans, landscape and irrigation plans, fence/wall plans,

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Tentative Parcel Map (PEN21-0327)

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lighting plans and street improvement plans shall be coordinated for consistency with this approval.

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)

Special Conditions

5. All site plans, grading plans, landscape and irrigation plans, and street improvement plans shall be coordinated for consistency with this approval.
6. The site shall be developed in accordance with the approved tentative map on file in the Community Development Department -Planning Division, the Municipal Code regulations, General Plan, and the conditions contained herein. (MC 9.14.020)
7. 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)
8. Prior to the issuance of grading permits, final erosion control landscape and irrigation plans for all cut or fill slopes over 3 feet in height shall be submitted to and approved by the Planning Division. The plans shall be designed in accordance with the slope erosion plan as required by the City Engineer. Man-made slopes greater than 10 feet in height shall be "land formed" to conform to the natural terrain and shall be landscaped and stabilized to minimize visual scarring. (GP Objective 1.5, MC 9.08.080, DG)
9. Prior to recordation of the final map, if required, final median enhancement/landscape/irrigation plans shall be submitted to and approved by the Planning Division, and Public Works Department - Special Districts Division for review and approval by each division. (GP - Circulation Master Plan)
10. If potential historic, archaeological, Native American cultural resources, or paleontological 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 (36CFR61)) shall be consulted by the applicant to evaluate the find, and as appropriate recommend alternative measures to avoid, minimize or mitigate negative effects on the historic, prehistoric, or paleontological resource. Determinations and recommendations by

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Tentative Parcel Map (PEN21-0327)

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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 affected Native American Tribes before any further work commences in the affected area.

If human remains are discovered during grading and other construction excavation, no further disturbance shall occur 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 5-days 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).

11. All landscaped areas in perpetuity shall be maintained in a healthy and thriving condition, free from weeds, trash and debris. (MC 9.02.030)
12. Prior to issuance of building permit issuance, landscape plans (trees, shrubs and groundcover) for basins maintained by an HOA or other private entity shall be submitted to and approved by the Planning Division for the sides and/or slopes. A hydroseed mix w/irrigation is acceptable for the bottom of all the basin areas. All detention basins shall include trees, shrubs and groundcover up to the concreted portion of the basin. A solid decorative (e.g. split face, color variation, pattern variation, or as approved by the Planning Official) wall with pilasters, tubular steel fence with pilasters or other fence or wall approved by the Planning Official is required to secure all water quality and detention basins more than 18 inches in depth.
13. This tentative map shall expire three years after the approval date of this tentative map unless extended as provided by the City of Moreno Valley Municipal Code; otherwise it shall become null and void and of no effect whatsoever in the event the applicant or any successor in interest fails to properly file a final map before the date of expiration. (MC 9.02.230, 9.14.050, 080)
14. Prior to the issuance of grading permits, mitigation measures contained in the Mitigation Monitoring Program approved with this project shall be implemented as provided therein.
15. Prior to any site disturbance and/or grading plan submittal, and or final map recordation, a mitigation monitoring fee, as provided by City ordinance, shall be paid by the applicant/owner. No City permit or approval shall be issued until such fee is paid. (CEQA)

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16. 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.)
17. Prior to grading plan approval, wall and fence plans shall be submitted to and approved by the Planning Division to include a six (6) foot high solid decorative (e.g. split face, color variation, pattern variation, or as approved by the Planning Official) block wall along the all tract perimeters.
18. 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.
19. Prior to building final, all required and proposed fences and walls shall be constructed/installed per the approved plans on file in the Planning Division. (MC 9.080.070)
20. Prior to issuance of grading permits, the developer shall pay the applicable Stephen's' Kangaroo Rat (SKR) Habitat Conservation Plan mitigation fee.
21. The approved documents shall be recorded at the same time that the subdivision map is recorded. The documents shall contain provisions for general maintenance of the site, joint access to proposed parcels, open space use restrictions, conservation easements, guest parking, feeder trails, water quality basins, lighting, landscaping and common area use items such as general building maintenance (apartments, condominiums and townhomes) tot lot/public seating areas and other recreation facilities or buildings. The approved documents shall also contain a provision, which provides that they may not be terminated and/or substantially amended without the consent of the City and the developer's successor-in-interest. (MC 9.14.090)

In addition, the following deed restrictions and disclosures shall be included within the document and grant deed of the properties:

a. The developer and property owners shall promote the use of native plants and trees and drought tolerant species.

b. All lots designated for open space and or detention basins, shall be included as an easement to, and maintained by a Homeowners Association (HOA) or other private maintenance entity. All reverse frontage landscape areas shall also be maintained by the onsite HOA. Language to this effect shall be included and reviewed within the required Covenant Conditions and Restrictions (CC&Rs) prior to the approval of the final map.

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- c. Maintenance of any and all common facilities.
 - d. A conservation easement, if any, for lettered lots shall be recorded on the deed of the property and shown on the final map. Said easement shall include access restrictions prohibiting motorized vehicles from these areas.
 - e. Oleander plants or trees shall be prohibited on open space lots adjacent to multi-use trails, if any.
22. Prior to approval of any grading permit, a 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)
 23. All undeveloped portions of the site in perpetuity shall be maintained in a manner that provides for the control of weeds, erosion and dust. (MC 9.02.030)
 24. Prior to the issuance of building permits, the developer shall provide documentation that contact was made to the U.S. Postal Service to determine the appropriate type and location of mailboxes.
 25. Prior to grading plan approval, wall and fence plans shall be submitted to and approved by the Planning Division subject to the City's Municipal Code including fourteen (14) foot decorative walls along the perimeter.
 26. The site has been approved for Tentative Parcel Map 38325 creating two parcels per the approved plans. A change or modification shall require separate approval.
 27. To ensure the proposed project has adequate water provisions, if the proposed project is within the Box Springs Mutual Water Company's ("Water Company") jurisdictional boundaries, applicant, or underlying property owner, as may be determined by the City, shall execute a proxy or suitable instrument, providing the City with authority to exercise voting shares associated with the land on behalf of applicant or underlying property owner, or otherwise exercise such rights consistent with the intent of this condition upon consent of the City.
 28. Prior to issuance of any building permits, final landscaping and irrigation plans shall be submitted for review and approved by the Planning Division. The plans shall be prepared in accordance with the City's Landscape Requirements to include a drought tolerant palette. (MVMC 9.17)
 29. Prior to issuance of building permits, for projects that will be phased, a phasing plan shall be submitted to and approved by the Planning Division if occupancy is proposed to be phased.

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30. Prior to issuance of grading permits, the location of the trash enclosure shall be included on the plans.
31. 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)

Building Division

32. 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.
33. 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.
34. Contact the Building Safety Division for permit application submittal requirements.
35. The proposed project will be subject to approval by the Box Springs Mutual Water Company and all applicable fees and charges shall be paid prior to permit issuance. Contact the water company at 951.653.6419 for specific details.
36. All new buildings 10,000 square feet and over, shall include building commissioning in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements (OPR). All requirements in the California Green Building Standards Code, sections 5.410.2 - 5.410.2.6 must be met.
37. Any construction within the city shall only be as follows: Monday through Friday seven a.m. to seven p.m.(except for holidays which occur on weekdays), eight a.m. to four p.m.; weekends and holidays (as observed by the city and described in the Moreno Valley Municipal Code Chapter 2.55), unless written approval is first obtained from the Building Official or City Engineer.
38. Building plans submitted shall be signed and sealed by a California licensed design professional as required by the State Business and Professions Code.

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39. The proposed development shall be subject to the payment of required development fees as required by the City's current Fee Ordinance at the time a building application is submitted or prior to the issuance of permits as determined by the City.
40. All new structures shall be designed in conformance to the 2019 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.
41. The proposed non-residential project shall comply with 2019 California Green Building Standards Code, Section 5.106.5.3, mandatory requirements for Electric Vehicle Charging Station (EVCS).
42. 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.
43. The proposed project is subject to approval by the Edgemont Community Services District and all applicable fees and charges shall be paid prior to permit issuance. Contact the Edgemont Community at (951)784-2632 for specific details.
44. 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)

ECONOMIC DEVELOPMENT DEPARTMENT (EDD)

45. New Moreno Valley businesses may work with the Economic Development Department to coordinate job recruitment fairs.
46. 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.
47. New Moreno Valley businesses are encouraged to hire local residents.
48. New Moreno Valley businesses are encouraged to provide a job fair flyer and/or web announcement to the City in advance of job recruitments, so that the City can assist in publicizing these events.
49. New Moreno Valley businesses may utilize the workforce recruitment services provided by the Moreno Valley Business & Employment Resource Center

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(“BERC”).

The BERC offers free assistance to Moreno Valley businesses recruiting and training potential employees. Complimentary services include:

- Job Announcements
- Applicant testing / pre-screening
- Interviewing
- Job Fair support
- Training space

FIRE DEPARTMENT**Fire Prevention Bureau**

50. All Fire Department access roads or driveways shall not exceed 12 percent grade. (CFC 503.2.7 and MVMC 8.36.060[G])
51. 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)
52. The angle of approach and departure for any means of Fire Department access shall not exceed 1 ft drop in 20 ft (0.3 m drop in 6 m), and the design limitations of the fire apparatus of the Fire Department shall be subject to approval by the AHJ. (CFC 503 and MVMC 8.36.060)
53. Prior to construction, all locations where structures are to be built shall have an approved Fire Department access based on street standards approved by the Public Works Director and the Fire Prevention Bureau. (CFC 501.4)
54. 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)
55. 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)
56. 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.

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(CFC 505.1, MVMC 8.36.060[I])

57. Existing fire hydrants on public streets are allowed to be considered available. Existing fire hydrants on adjacent properties shall not be considered available unless fire apparatus access roads extend between properties and easements are established to prevent obstruction of such roads. (CFC 507, 501.3) a - After the local water company signs the plans, the originals shall be presented to the Fire Prevention Bureau for signatures. 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.
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. Prior to issuance of Certificate of Occupancy or Building Final, the applicant/developer shall install a fire alarm system monitored by an approved Underwriters Laboratory listed central station based on a requirement for monitoring the sprinkler system, occupancy or use. Fire alarm panel shall be accessible from exterior of building in an approved location. Plans shall be submitted to the Fire Prevention Bureau for approval prior to installation. (CFC Chapter 9 and MVMC 8.36.100)
60. The Fire Code Official is authorized to enforce the fire safety during construction requirements of Chapter 33. (CFC Chapter 33 & CBC Chapter 33)
61. 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 than the thirteen (13) feet six (6) inches. (CFC 503.2.1 and MVMC 8.36.060[E])
62. 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])
63. Prior to issuance of the building permit for development, independent paved access to the nearest paved road, maintained by the City shall be designed and constructed by the developer within the public right of way in accordance with City Standards. (MVMC 8.36.060, CFC 501.4)
64. 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

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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)

65. 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)
66. Fire Department access driveways over 150 feet in length shall have a turn-around as determined by the Fire Prevention Bureau capable of accommodating fire apparatus. (CFC 503 and MVMC 8.36.060, CFC 501.4)
67. During phased construction, dead end roadways and streets which have not been completed shall have a turn-around capable of accommodating fire apparatus. (CFC 503.1 and 503.2.5)
68. If construction is phased, each phase shall provide an approved emergency vehicular access way for fire protection prior to any building construction. (CFC 501.4)
69. 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)
70. 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)
71. Dead-end streets and/or fire apparatus access roads in excess of 150 feet in length shall be provided with an approved turnaround for fire apparatus.
72. Prior to construction, all traffic calming designs/devices must be approved by the Fire Marshal and City Engineer.
73. Prior to building construction, dead end roadways and streets which have not been completed shall have a turnaround capable of accommodating fire apparatus. (CFC

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503.2.5)

74. 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.
75. Prior to building permit issuance, all off-site public water improvement plans shall be approved and tested to verify the required fire flow of 2500 GPMs for a duration of 2 HRs with a minimum residual pressure of 20 PSI. Developer and Water Purveyor are responsible to accommodate any additional upgrades as necessary for the needs to any fire protection system(s.)

FINANCIAL & MANAGEMENT SERVICES DEPARTMENT**Moreno Valley Utility**

76. This project requires the installation of electric distribution facilities. A non-exclusive easement shall be provided to Moreno Valley Utility and shall include the rights of ingress and egress for the purpose of operation, maintenance, facility repair, and meter reading.
77. This project requires the installation of electric distribution facilities. The developer shall submit a detailed engineering plan showing design, location and schematics for the utility system to be approved by the City Engineer. In accordance with Government Code Section 66462, the Developer shall execute an agreement with the City providing for the installation, construction, improvement and dedication of the utility system following recordation of final map and concurrent with trenching operations and other improvements so long as said agreement incorporates the approved engineering plan and provides financial security to guarantee completion and dedication of the utility system.

The Developer shall coordinate and receive approval from the City Engineer to install, construct, improve, and dedicate to the City all utility infrastructure including but not limited to, conduit, equipment, vaults, ducts, wires (including fiber optic cable), switches, conductors, transformers, and “bring-up” facilities including electrical capacity to serve the identified development and other adjoining, abutting, or benefiting projects as determined by Moreno Valley Utility – collectively referred

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to as “utility system” (to and through the development), along with any appurtenant real property easements, as determined by the City Engineer to be necessary for the distribution and/or delivery of any and all “utility services” to and within the project. For purposes of this condition, “utility services” shall mean electric, cable television, telecommunication (including video, voice, and data) and other similar services designated by the City Engineer. “Utility services” shall not include sewer, water, and natural gas services, which are addressed by other conditions of approval.

The City, or the City’s designee, shall utilize dedicated utility facilities to ensure safe, reliable, sustainable and cost effective delivery of utility services and maintain the integrity of streets and other public infrastructure. Developer shall, at developer's sole expense, install or cause the installation of such interconnection facilities as may be necessary to connect the electrical distribution infrastructure within the project to the Moreno Valley Utility owned and controlled electric distribution system.

78. Existing Moreno Valley Utility electrical infrastructure shall be preserved in place. The developer will be responsible, at developer’s expense, for any and all costs associated with the relocation of any of Moreno Valley Utility’s underground electrical distribution facilities, as determined by Moreno Valley Utility, which may be in conflict with any developer planned construction on the project site.
79. This project shall coordinate and receive approval from the City Engineer to install, construct, improve, and dedicate to the City fiber optic cable improvements consisting of fiber optic cable, splices and termination equipment to serve the identified development and other adjoining, abutting, or benefiting projects as determined by Moreno Valley Utility along with any appurtenant real property easements, as determined by the City Engineer to be necessary for the distribution and/or delivery of any and all “fiber optic services” to and within the project.
80. This project shall coordinate and receive approval from the City Engineer to install, construct, improve, and dedicate to Moreno Valley Utility fiber optic cable improvements consisting of conduit, and pull boxes to serve the identified development and other adjoining, abutting, or benefiting projects as determined by Moreno Valley Utility along with any appurtenant real property easements, as determined by the City Engineer to be necessary for the distribution and/or delivery of any and all “fiber optic services” to and within the project.
81. This project is subject to a Reimbursement Agreement. The Developer is responsible for a proportionate share of costs associated with electrical distribution infrastructure previously installed that directly benefits the project.
82. This project shall coordinate and receive approval from the City Engineer to install, construct, improve, and dedicate to Moreno Valley Utility electric streetlight

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improvements consisting of streetlight poles, mast-arms, fixtures conduit, wiring, terminations and pull boxes to serve the identified development and other adjoining, abutting, or benefiting projects as determined by the Land Development Department along with any appurtenant real property easements, as determined by the City Engineer to be necessary for the distribution and/or delivery of any and all “street light services” to and within the project.

PUBLIC WORKS DEPARTMENT**Land Development**

83. Aggregate slurry, as defined in Section 203-5 of Standard Specifications for Public Works Construction, shall be required 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.
84. 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]
85. The final approved conditions of approval (COAs) issued and any applicable Mitigation Measures by the Planning Division shall be photographically or electronically placed on mylar sheets and included in the Grading and Street Improvement plans.
86. 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

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(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.

87. 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.
88. 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)]
89. 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.
90. 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.
91. The proposed private storm drain system shall connect to the existing concrete channel north of the project. 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.
92. 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. Parcel Map (recordation prior to building permit issuance);
 - b. Rough grading w/ erosion control plan (prior to grading permit issuance);
 - c. Precise grading w/ erosion control plan (prior to building permit issuance);
 - d. Public improvement plan (e.g., street/storm drain w/stripping, RCFC storm drain, sewer/water, etc.) (prior to map approval);
 - e. Final drainage study (prior to grading plan approval);

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- f. Final WQMP (prior to grading plan approval);
 - g. Legal documents (e.g., easement(s), dedication(s), lot line adjustment, vacation, etc.) (prior to building permit issuance);
 - h. As-Built revision for all plans (prior to Occupancy release);
93. Water quality best management practices (BMPs) designed to meet Water Quality Management Plan (WQMP) requirements for development shall not be used as a construction BMP. Water quality BMPs shall be maintained for the entire duration of the project construction and be used to treat runoff from those developed portions of the project. Water quality BMPs shall be protected from upstream construction related runoff by having proper best management practices in place and maintained. Water quality BMPs shall be graded per the approved design plans and once landscaping and irrigation has been installed, it and its maintenance shall be turned over to the responsible party for maintenance.
94. 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]

Prior to Grading Plan Approval

95. 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.
96. Emergency overflow areas shall be shown at all applicable drainage improvement locations in the event that the drainage improvement fails or exceeds full capacity.
97. A final project-specific Water Quality Management Plan (WQMP) shall be submitted for review and approved by the City Engineer, which:
- a. Addresses Site Design Best Management Practices (BMPs) such as minimizing impervious areas, maximizing permeability, minimizes directly connected impervious areas to the City's street and storm drain systems, and conserves natural areas;
 - b. Incorporates Source Control BMPs and provides a detailed description of their implementation;
 - c. Describes the long-term operation and maintenance requirements for BMPs requiring maintenance; and

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d. Describes the mechanism for funding the long-term operation and maintenance of the BMPs.

A copy of the final WQMP template can be obtained on the City's Website or by contacting the Land Development Division. A digital (pdf) copy of the approved final project-specific Water Quality Management Plan (WQMP) shall be submitted to the Land Development Division.

98. The final project-specific Water Quality Management Plan (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 and biotreatment BMPs. 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 (1 for trash and 1 for recyclables). The architecture shall be approved by the Planning Division and any structural approvals shall be made by the Building and Safety Division.

99. 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.

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- 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.
100. 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.
 101. 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.
 102. 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.
 103. 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.

Prior to Grading Permit

104. 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)]
105. 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.
106. 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

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current DIF fees adopted by the City Council. [Ord. 695 § 1.1 (part), 2005] [MC 3.38.030, 040, 050]

107. Security, in the form of a cash deposit (preferable), bond 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)]
108. Security, in the form of a cash deposit (preferable), bond or letter of credit shall be submitted as a guarantee of the completion of the grading operations for the project. [MC 8.21.070]

Prior to Map Approval

109. A copy of the Covenants, Conditions and Restrictions (CC&R's) shall be submitted for review and approved by the City Engineer. The CC&R's shall include, but not be limited to, access easements, reciprocal access, private and/or public utility easements as may be relevant to the project.
110. After recordation, a digital (pdf) copy of the recorded map shall be submitted to the Land Development Division.
111. Resolution of all drainage issues shall be as approved by the City Engineer.
112. Maps (prepared by a registered civil engineer and/or licensed surveyor) shall be submitted for review and approved by the City Engineer per the current submittal requirements.
113. The developer shall guarantee the completion of all related improvements required for this project by executing a Public Improvement Agreement (PIA) with the City and posting the required security. [MC 9.14.220]
114. All public improvement plans required for this project shall be approved by the City Engineer in order to execute the Public Improvement Agreement (PIA).

Prior to Improvement Plan Approval

115. 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.
116. The developer shall submit clearances from all applicable agencies, and pay all

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applicable plan check fees.

117. The street improvement plans shall comply with current City policies, plans and applicable City standards (i.e. MVSI-160 series, etc.) throughout this project.
118. 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]
119. 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.
120. Any missing or deficient existing improvements along the project frontage within Old 215 Frontage Road and Edgemont Street 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.
121. 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.
122. 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 may be allowed for emergency repairs or as specifically approved in writing by the City Engineer. Special requirements shall be imposed for repaving, limits to be determined by the City Engineer.
123. 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.

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Prior to Encroachment Permit

124. A digital (pdf) copy of all approved improvement plans shall be submitted to the Land Development Division.
125. Any work performed within public right-of-way requires an encroachment permit.

Prior to Building Permit

126. 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.
127. For all subdivision projects, the map shall be recorded. [MC 9.14.190]
128. 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.
129. 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.
130. 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

131. 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.
132. The final/precise grade certification shall be submitted for review and approved by the City Engineer.

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133. 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 shall establish a Property Owners Association (POA) to finance the maintenance of the "Water Quality BMPs". Any lots which are identified as "Water Quality BMPs" shall be owned in fee by the POA.
134. 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 gutter, sidewalks, drive approaches, street lights, signing, striping, under sidewalk drains, landscaping and irrigation, full-width median, pavement tapers/transitions and traffic control devices as appropriate.
 - b. Storm drain facilities including, but not limited to: storm drain pipe, storm drain laterals, 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.
135. For commercial, industrial and multi-family projects, a "Stormwater Treatment Device and Control Measure Access and Maintenance Covenant", "Maintenance Agreement for Water Quality Improvements located in the public right-of-way" and a "Declaration of Restrictive Covenants (encroachment on City easement)" 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 covenants and agreements can be obtained by contacting the Land Development Division.
136. 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.
137. 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.

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- 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

- 138. Prior to occupancy, the following improvements shall be completed:
Old 215 Frontage Rd. (110' R/W / 86' CC: 4-lane Divided Arterial, City Standard No. MVS1-103A-1) shall be constructed to achieve an easterly street half-width of 43', a full width 18' median centered about the boundary between the City of Moreno Valley and the City of Riverside, plus an additional 14' of pavement on the west side of the street, along the entire project's west frontage. Improvements shall consist of, but not limited to: pavement, base, curb, gutter, sidewalk, driveway approaches, drainage structures, any necessary offsite improvement transition/joins to existing, street lights, pedestrian ramps, and dry and wet utilities. An encroachment from the City of Riverside will be required for the westerly half of the median located outside of the City of Moreno Valley's city limits.
- 139. Prior to occupancy, the following improvements shall be completed:
Edgemont St. (60' R/W / 36' CC: Modified Local Street, Modified City Standard No. MVS1-107A-0) shall be constructed to achieve a half-width of 18' plus an additional 12' of pavement, along the entire project's east frontage. Improvements shall consist of, but not limited to: pavement, base, curb, gutter, sidewalk, driveway approaches, drainage structures, any necessary offsite improvement transition/joins to existing, street lights, pedestrian ramps, and dry and wet utilities.
- 140. Prior to building permit issuance, the developer shall process a street vacation of seventeen (17) feet for Old 215 Frontage Rd. along the project frontage.
- 141. Prior to improvement plan approval, pavement core samples of existing pavement shall 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 2-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

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structural section standard.

142. The owner/developer shall address the issue of standing water in Edgemont Channel adjacent to the project site. A professional services company shall be hired to perform a one-time clean out of the culvert underneath Old 215 Frontage Road. The clean out service will be limited to the channel opening located on the east side of Old 215 Frontage Road and extend to the centerline of Old 215 Frontage Road, staying within the City of Moreno Valley's City limits.

Special Districts Division

143. Approved Landscape Plans. For those areas to be maintained by the City and prior to the issuance of the 1st Building Permit, Planning, Landscape Services and Transportation Engineering staff, at a minimum, shall review and approve the final median, parkway, slope, traffic circle and/or open space landscape/irrigation plans as designated on the tentative map or in these Conditions of Approval.
144. Maintenance Services Funding. Prior to applying for the 1st Building Permit, the qualified elector (e.g. property owner) must initiate the process (i.e. pay the annexation fee or use the alternative identified at the time of the special financing district formation) to provide an ongoing funding source for the operation and maintenance of public improvements and/or services associated with impacts of the development. This condition will only be applicable provided said district is under development at the time this project applies for the 1st Building Permit.

This condition must be fully satisfied prior to issuance of the 1st Certificate of Occupancy. This condition will be satisfied with the successful annexation/formation (i.e. special election process) into a special financing district and payment of all costs associated with the special election process. Annexation into a special financing district requires an annual payment of the annual special tax, assessment, or fee levied against the property tax bill, or other lawful means, of the parcels of the project for such district. At the time of the public hearing to consider annexation into or formation of the district, the qualified elector(s) will not protest the annexation or formation, but will retain the right to object to any eventual tax/assessment/fee that is not equitable should the financial burden of the tax/assessment/fee not be reasonably proportionate to the benefit the affected property receives from the improvements to be installed and/or maintained or services provided. The special election requires a minimum 90-day process in compliance with the provisions of Article 13C of the California Constitution, Proposition 218, or other applicable legislation, and consistent with the scheduling for City Council meetings.

An alternative to satisfying this funding source will be identified at such time as a special financing district has been established. At the time of development, the

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developer must contact Special Districts Administration at 951.413.3470 or at SDAdmin@moval.org to determine if this condition is applicable.

145. Public Safety Funding. Prior to applying for the 1st Building Permit, the qualified elector (e.g. property owner) must initiate the process (i.e. pay the annexation fee or use the alternative identified at the time of the special financing district formation) to provide an ongoing funding source for Public Safety services, which may include but is not limited to Police, Fire Protection, Paramedic Services, Park Rangers, and Animal Control services. This condition will only be applicable provided said district is under development at the time this project applies for the 1st Building Permit.

This condition must be fully satisfied prior to issuance of the 1st Certificate of Occupancy. This condition will be satisfied with the successful annexation/formation (i.e. special election process) into a special financing district and payment of all costs associated with the special election process. Annexation into a special financing district requires an annual payment of the annual special tax, assessment, or fee levied against the property tax bill, or other lawful means, of the parcels of the project for such district. At the time of the public hearing to consider annexation into or formation of the district, the qualified elector(s) will not protest the annexation or formation, but will retain the right to object to any eventual tax/assessment/fee that is not equitable should the financial burden of the tax/assessment/fee not be reasonably proportionate to the benefit the affected property receives from the improvements to be installed and/or maintained or services provided. The special election requires a minimum 90-day process in compliance with the provisions of Article 13C of the California Constitution, Proposition 218, or other applicable legislation, and consistent with the scheduling for City Council meetings.

An alternative to satisfying this condition will be identified at such time as a special financing district has been established. At the time of development, the developer must contact Special Districts Administration at 951.413.3470 or at SDAdmin@moval.org to determine if this condition is applicable.

146. Right of Way Water Quality BMP Maintenance. The ongoing maintenance of any water quality BMP (e.g. Bioswale) constructed in the public right of way shall be the responsibility of a property owner association or the property owner.
147. Maintenance Period. The Developer, or the Developer's successors or assignees shall be responsible for all parkway, traffic circle, open space and/or median landscape maintenance and utility costs, etc. for a period no less than one (1) year commencing from the time all items of work have been completed to the satisfaction of Landscape Services staff as per the City of Moreno Valley Public Works Department Landscape Design Guidelines, or until such time as the City accepts maintenance responsibilities.

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148. ECSD Street Light Acknowledgement. Prior to the 1st Certificate of Occupancy, the Developer must submit an acknowledgement from Edgemont Community Services District confirming it has accepted all street lights required to be installed by this project into its system for ongoing maintenance. Said acknowledgement must be emailed to SDAdmin@moval.org. ECSD can be reached at 951.784.2411, P.O. Box 5436, Riverside, CA 92514.
149. Independent Utilities. Parkway, median, slope, traffic circle and/or open space landscape areas included within a special financing district are 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 that are not within the same CFD 2014-01 tax rate layers or funding program (e.g. NPDES) will not be permitted.
150. Landscape Inspection Fees. Inspection fees for the monitoring of landscape installation associated with the City of Moreno Valley maintained landscaping are due prior to the required pre-construction meeting. (MC 3.32.040)
151. Landscape Guidelines. Plans for parkway, median, slope, traffic circle, 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 or from Landscape Services (951.413.3480 or SDLandscape@moval.org).
152. Maintenance Responsibility. The ongoing maintenance of any landscaping required to be installed behind the curb shall be the responsibility of the property owner.
153. Parkway, open space, traffic circle, 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.
154. Mylars of the landscape and irrigation plans shall be submitted on hanging tab to Landscape Services.
155. CFD 2014-01. Prior to City Council action authorizing the recordation of the map, the qualified elector (e.g. property owner) must initiate the process (i.e. pay the annexation fee, form an association to fund the services or fund an endowment) to provide an ongoing funding source for Landscape Maintenance Services for public parkway, traffic circle, open space, and/or median landscaping on Old 215 Frontage Road.

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This condition must be fully satisfied prior to issuance of the 1st Building Permit. This condition will be satisfied with the successful annexation/formation (i.e. special election process) into a special financing district and payment of all costs associated with the special election process. Annexation into a special financing district requires an annual payment of the annual special tax, assessment, or fee levied against the property tax bill, or other lawful means, of the parcels of the project for such district. At the time of the public hearing to consider annexation into or formation of the district, the qualified elector(s) will not protest the annexation or formation, but will retain the right to object to any eventual tax/assessment/fee that is not equitable should the financial burden of the tax/assessment/fee not be reasonably proportionate to the benefit the affected property receives from the improvements to be installed and/or maintained or services provided. The special election requires a minimum 90-day process in compliance with the provisions of Article 13C of the California Constitution, Proposition 218, or other applicable legislation, and consistent with the scheduling for City Council meetings.

Alternatively, the condition can be satisfied by the Developer forming a property owner association that will be responsible for the improvements and any and all operation and maintenance costs for the improvements or by funding an endowment in an amount sufficient to yield an annual revenue stream that meets the annual obligation, as calculated by Special Districts Admin staff. The Developer must contact Special Districts Administration at 951.413.3470 or at SDAdmin@moval.org to satisfy this condition.

156. Park Maintenance Funding. Prior to City Council action authorizing the recordation of the map, the qualified elector (e.g. property owner) must initiate the process (i.e. pay the annexation fee or fund an endowment) to provide an ongoing funding source for the continued maintenance, enhancement, and/or retrofit of parks, open spaces, linear parks, and/or trails systems.

This condition must be fully satisfied prior to issuance of the 1st Building Permit. This condition will be satisfied with the successful annexation/formation (i.e. special election process) into a special financing district and payment of all costs associated with the special election process. Annexation into a special financing district requires an annual payment of the annual special tax, assessment, or fee levied against the property tax bill, or other lawful means, of the parcels of the project for such district. At the time of the public hearing to consider annexation into or formation of the district, the qualified elector(s) will not protest the annexation or formation, but will retain the right to object to any eventual tax/assessment/fee that is not equitable should the financial burden of the tax/assessment/fee not be reasonably proportionate to the benefit the affected property receives from the improvements to be installed and/or maintained or services provided. The special election requires a minimum 90-day process in compliance with the provisions of Article 13C of the California Constitution, Proposition 218, or other applicable

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legislation, and consistent with the scheduling for City Council meetings.

Alternatively, the condition can be satisfied by the Developer funding an endowment in an amount sufficient to yield an annual revenue stream that meets the annual obligation, as calculated by Special Districts Admin staff. The Developer must contact Special Districts Administration at 951.413.3470 or at SDAdmin@moval.org to satisfy this condition.

157. Major Infrastructure SFD Major Infrastructure Financing District. Prior to applying for the 1st Building Permit, the qualified elector (e.g. property owner) must initiate the process (i.e. pay the annexation fee or use the alternative identified at the time of the special financing district formation) to provide an ongoing funding source for the construction and maintenance of major infrastructure improvements, which may include but is not limited to thoroughfares, bridges, and certain flood control improvements. This condition will be applicable provided said district is under development at the time this project applies for the 1st Building Permit. This condition must be fully satisfied prior to issuance of the 1st Certificate of Occupancy. This condition will be satisfied with the successful annexation/formation (i.e. special election process) into a special financing district and payment of all costs associated with the special election process. Annexation into a special financing district requires an annual payment of the annual special tax, assessment, or fee levied against the property tax bill, or other lawful means, of the parcels of the project for such district. At the time of the public hearing to consider annexation into or formation of the district, the qualified elector(s) will not protest the annexation or formation, but will retain the right to object to any eventual tax/assessment/fee that is not equitable should the financial burden of the tax/assessment/fee not be reasonably proportionate to the benefit the affected property receives from the improvements to be installed and/or maintained or services provided. The special election requires a minimum 90-day process in compliance with the provisions of Article 13C of the California Constitution, Proposition 218, or other applicable legislation, and consistent with the scheduling for City Council meetings. An alternative to satisfying this condition will be identified at such time as a special financing district has been established. At the time of development, the developer must contact Special Districts Administration at 951.413.3470 or at SDAdmin@moval.org to determine if this condition is applicable.

Transportation Engineering Division

158. Conditions of approval may be modified or added if a phasing plan is submitted for this development.
159. All project driveways shall conform to City of Moreno Valley Standard Plans No. MVS1-112C-0 for Commercial Driveway Approaches. Access at the driveways shall

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Tentative Parcel Map (PEN21-0327)

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be allowed as follows:

- Old 215 Frontage Road driveways: right-turn in/out only. Access restriction shall be accomplished with the construction of a raised median on Old 215 Frontage Road.

160. Each gated entrance shall be provided with the following:

- A storage lane with a minimum of 75 feet queuing length for entering traffic.
- Signing and striping.
- A separate pedestrian entry.

All of these features must be kept in working order.

161. All proposed on-site traffic signing and striping should be accordance with the latest California Manual on Uniform Traffic Control Devices (CAMUTCD). Appropriate signage shall be installed to restrict truck access to the northerly and southerly driveways only.

162. Old 215 Frontage Road is designated as a 4-Lane Divided Arterial (110'RW/86'CC) per City Standard Plan No. MVSI-103A-0. Any improvements undertaken by this project shall be consistent with the City's standards for this facility. Additional improvements shall be required to transition from ultimate street width along the project frontage to existing edge of pavement north and south of the project site.

163. Edgemont Street is designated as a Modified Local (60'RW/36'CC) per City Standard Plan No. MVSI-107A-0. Any improvements undertaken by this project shall be consistent with the City's standards for this facility. Additional improvements shall be required to transition from ultimate street width along the project frontage to existing edge of pavement north and south of the project site.

164. 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 Traffic Engineer.

165. Prior to issuance of the first building permit, the Developer shall coordinate with the City of Riverside Public Works Department and purchase the necessary traffic signal appurtenance equipment for the improvement, as identified in the Cottonwood & Edgemont Warehouse Traffic Analysis, dated January 6, 2023 at the intersection of Old 215 Frontage Road and Eucalyptus Avenue.

166. Prior to final approval of any landscaping or monument sign plans, the project plans shall demonstrate that sight distance at the project driveways conforms to City Standard Plan No. MVSI-164A, B, C-0.

167. Prior to the final approval of the street improvement plans, a signing and striping

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Tentative Parcel Map (PEN21-0327)

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plan shall be prepared per City of Moreno Valley Standard Plans - Section 4 for all streets within the project area.

168. Prior to the final approval of the street improvement plans, a median improvement plan shall be prepared by a registered civil engineer for a raised concrete median on Old 215 Frontage Road along the project frontage.
169. Prior to issuance of a Certificate of Occupancy, all approved street improvements shall be installed to the satisfaction of the City Engineer.
170. Prior to issuance of a Certificate of Occupancy, all approved signing and striping shall be installed per current City Standards.

PARKS & COMMUNITY SERVICES DEPARTMENT

171. This project is subject to current Development Impact Fees.

Exhibit B

Conditions of Approval PEN21-0325

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CITY OF MORENO VALLEY
 CONDITIONS OF APPROVAL
 Plot Plan (PEN21-0325)

EFFECTIVE DATE:

EXPIRATION DATE:

COMMUNITY DEVELOPMENT DEPARTMENT**Planning Division**

1. 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)
2. 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)
3. All landscaped areas shall be maintained in a healthy and thriving condition, free from weeds, trash and debris. (MC 9.02.030)
4. 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)
5. 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.
6. Any expansion to this use or exterior alterations will require the submittal of a separate application(s) and shall be reviewed and approved under separate permit(s). (MC 9.02.080)
7. 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)

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8. The Developer shall defend, indemnify and hold harmless the City, city council, commissions, boards, subcommittees and the City's elected and appointed officials, commissioners, board members, officers, agents, consultants and employees ("City Parties") from and against any and all liabilities, demands, claims, actions or proceedings and costs and expenses incidental thereto (including costs of defense, settlement and reasonable attorneys' fees), which any or all of them may suffer, incur, be responsible for or pay out as a result of or in connection with any challenge to the legality, validity or adequacy of any of the following items: (i) any prior or current agreements by and among the City and the Developer; (ii) the current, concurrent and subsequent permits, licenses and entitlements approved by the City; (iii) any environmental determination made by the City in connection with the Project Site and the Project; and (iv) any proceedings or other actions undertaken by the City in connection with the adoption or approval of any of the above. In the event of any administrative, legal, equitable action or other proceeding instituted by any third party (including without limitation a governmental entity or official) challenging the legality, validity or adequacy of any of the above items or any portion thereof, the Parties shall mutually cooperate with each other in defense of said action or proceeding. Notwithstanding the above, the City, at its sole option, may tender the complete defense of any third party challenge as described herein. In the event the City elects to contract with special counsel to provide for such a defense, the City shall meet and confer with the Developer regarding the selection of counsel, and the Developer shall pay all costs related to retention of such counsel by the City.
9. A change or modification to the land use or the approved site plans may require a separate approval. Prior to any change or modification, the property owner shall contact the City of Moreno Valley Community Development Department to determine if a separate approval is required.

Special Conditions

10. To ensure the proposed project has adequate water provisions, if the proposed project is within the Box Springs Mutual Water Company's ("Water Company") jurisdictional boundaries, applicant, or underlying property owner, as may be determined by the City, shall execute a proxy or suitable instrument, providing the City with authority to exercise voting shares associated with the land on behalf of applicant or underlying property owner, or otherwise exercise such rights consistent with the intent of this condition upon consent of the City.
11. The site has been approved for a Master Plot Plan to develop approximately 7.94 acres into two light industrial buildings with associated on and off-site improvements per the Conditions of Approval and the proposed plans. This approval includes the Master Site Plan and Building 1, which will be approximately 49,815 square feet.

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Building Two PEN21-0326 will be approximately 49,815 square feet. A Tentative Parcel map will be approved through PEN21-0327. A change or modification shall require separate approval.

12. The project shall be designed and constructed to meet LEED Silver Equivalent with evidence provided to the City.
13. Prior to issuance of any building permits, final landscaping and irrigation plans shall be submitted for review and approved by the Planning Division. The plans shall be prepared in accordance with the City's Landscape Requirements to include a drought tolerant palette. (MVMC 9.17)
14. Prior to issuance of grading permits, the location of the trash enclosure shall be included on the plans.
15. 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)
16. Prior to issuance of building permits, for projects that will be phased, a phasing plan shall be submitted to and approved by the Planning Division if occupancy is proposed to be phased.

Prior to Grading Permit

17. Prior to issuance of any grading permit, all Conditions of Approval, and Mitigation Measures shall be printed on the grading plans.
18. 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)
19. 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)

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20. Prior to issuance of grading permits, the developer shall pay the applicable Stephens' Kangaroo Rat (SKR) Habitat Conservation Plan mitigation fee. (Ord)
21. If potential historic, archaeological, Native American cultural resources or paleontological 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 (36CFR61)) shall be consulted by the applicant to evaluate the find, and as appropriate recommend alternative measures to avoid, minimize or mitigate negative effects on the historic, prehistoric, or paleontological 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 affected Native American Tribes before any further work commences in the affected area.

If human remains are discovered during grading and other construction excavation, no further disturbance shall occur 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 5-days 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).

22. 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.
23. Prior to the 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 include decorative block walls with pilasters with a height of fourteen

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(14) feet to fully screen trucks (industrial and some situations with commercial uses).

d. Walls and fences for visual screening are required when there are adjacent residential uses or residentially zone property. 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. (MC 9.08.070)

24. 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.
25. Prior to issuance of any building permit, all Conditions of Approval, and Mitigation Measures shall be printed on the building plans.
26. 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

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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]

27. 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)
28. 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)
29. 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)
30. 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.
31. Detailed, on-site, computer generated, point-by-point comparison lighting plan, including exterior building, parking lot, and landscaping lighting, shall be included in the Building Plans for review by the Planning Division. 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, shall include style, illumination, location, height and method of shielding per the City's Municipal Code requirements. After the third plan check review for lighting plans, an additional plan check fee will apply. (MC 9.08.100, 9.16.280)
32. Prior to issuance of building permits, screening details shall be addressed on the

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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.

Prior to Building Final or Occupancy

33. 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).
34. Prior to building final, Planning approved/stamped landscape plans shall be provided to the Community Development Department – Planning Division on a CD disk.
35. 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).

Building Division

36. 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.
37. 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.
38. Contact the Building Safety Division for permit application submittal requirements.
39. The proposed project will be subject to approval by the Box Springs Mutual Water Company and all applicable fees and charges shall be paid prior to permit issuance. Contact the water company at 951.653.6419 for specific details.
40. All new buildings 10,000 square feet and over, shall include building commissioning in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements (OPR). All requirements in the California Green Building Standards Code, sections 5.410.2 - 5.410.2.6 must be met.
41. Any construction within the city shall only be as follows: Monday through Friday seven a.m. to seven p.m.(except for holidays which occur on weekdays), eight a.m.

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to four p.m.; weekends and holidays (as observed by the city and described in the Moreno Valley Municipal Code Chapter 2.55), unless written approval is first obtained from the Building Official or City Engineer.

42. Building plans submitted shall be signed and sealed by a California licensed design professional as required by the State Business and Professions Code.
43. The proposed development shall be subject to the payment of required development fees as required by the City's current Fee Ordinance at the time a building application is submitted or prior to the issuance of permits as determined by the City.
44. All new structures shall be designed in conformance to the 2019 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.
45. The proposed non-residential project shall comply with 2019 California Green Building Standards Code, Section 5.106.5.3, mandatory requirements for Electric Vehicle Charging Station (EVCS).
46. 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 California Plumbing Code, Table 422.1. The occupant load and occupancy classification shall be determined in accordance with the California Building Code.
47. The proposed project is subject to approval by the Edgemont Community Services District and all applicable fees and charges shall be paid prior to permit issuance. Contact the Edgemont Community at (951)784-2632 for specific details.
48. 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)

ECONOMIC DEVELOPMENT DEPARTMENT (EDD)

49. New Moreno Valley businesses may work with the Economic Development Department to coordinate job recruitment fairs.
50. 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.
51. New Moreno Valley businesses are encouraged to hire local residents.

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52. New Moreno Valley businesses are encouraged to provide a job fair flyer and/or web announcement to the City in advance of job recruitments, so that the City can assist in publicizing these events.
53. New Moreno Valley businesses may utilize the workforce recruitment services provided by the Moreno Valley Business & Employment Resource Center ("BERC").

The BERC offers free assistance to Moreno Valley businesses recruiting and training potential employees. Complimentary services include:

- Job Announcements
- Applicant testing / pre-screening
- Interviewing
- Job Fair support
- Training space

FIRE DEPARTMENT**Fire Prevention Bureau**

54. All Fire Department access roads or driveways shall not exceed 12 percent grade. (CFC 503.2.7 and MVMC 8.36.060[G])
55. 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)
56. The angle of approach and departure for any means of Fire Department access shall not exceed 1 ft drop in 20 ft (0.3 m drop in 6 m), and the design limitations of the fire apparatus of the Fire Department shall be subject to approval by the AHJ. (CFC 503 and MVMC 8.36.060)
57. Prior to construction, all locations where structures are to be built shall have an approved Fire Department access based on street standards approved by the Public Works Director and the Fire Prevention Bureau. (CFC 501.4)
58. 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)

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59. 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)
60. 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])
61. Existing fire hydrants on public streets are allowed to be considered available. Existing fire hydrants on adjacent properties shall not be considered available unless fire apparatus access roads extend between properties and easements are established to prevent obstruction of such roads. (CFC 507, 501.3) a - After the local water company signs the plans, the originals shall be presented to the Fire Prevention Bureau for signatures. 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.
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. Prior to issuance of Certificate of Occupancy or Building Final, the applicant/developer shall install a fire alarm system monitored by an approved Underwriters Laboratory listed central station based on a requirement for monitoring the sprinkler system, occupancy or use. Fire alarm panel shall be accessible from exterior of building in an approved location. Plans shall be submitted to the Fire Prevention Bureau for approval prior to installation. (CFC Chapter 9 and MVMC 8.36.100)
64. The Fire Code Official is authorized to enforce the fire safety during construction requirements of Chapter 33. (CFC Chapter 33 & CBC Chapter 33)
65. 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])
66. 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])

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67. Prior to issuance of the building permit for development, independent paved access to the nearest paved road, maintained by the City shall be designed and constructed by the developer within the public right of way in accordance with City Standards. (MVMC 8.36.060, CFC 501.4)
68. 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)
69. 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)
70. Fire Department access driveways over 150 feet in length shall have a turn-around as determined by the Fire Prevention Bureau capable of accommodating fire apparatus. (CFC 503 and MVMC 8.36.060, CFC 501.4)
71. During phased construction, dead end roadways and streets which have not been completed shall have a turn-around capable of accommodating fire apparatus. (CFC 503.1 and 503.2.5)
72. If construction is phased, each phase shall provide an approved emergency vehicular access way for fire protection prior to any building construction. (CFC 501.4)
73. 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)
74. 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)
75. Dead-end streets and/or fire apparatus access roads in excess of 150 feet in length

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shall be provided with an approved turnaround for fire apparatus.

76. Prior to construction, all traffic calming designs/devices must be approved by the Fire Marshal and City Engineer.
77. Prior to building construction, dead end roadways and streets which have not been completed shall have a turnaround capable of accommodating fire apparatus. (CFC 503.2.5)
78. 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.
79. Prior to building permit issuance, all off-site public water improvement plans shall be approved and tested to verify the required fire flow of 2500 GPMs for a duration of 2 HRs with a minimum residual pressure of 20 PSI. Developer and Water Purveyor are responsible to accommodate any additional upgrades as necessary for the needs to any fire protection system(s.)

FINANCIAL & MANAGEMENT SERVICES DEPARTMENT**Moreno Valley Utility**

80. This project requires the installation of electric distribution facilities. A non-exclusive easement shall be provided to Moreno Valley Utility and shall include the rights of ingress and egress for the purpose of operation, maintenance, facility repair, and meter reading.
81. This project requires the installation of electric distribution facilities. The developer shall submit a detailed engineering plan showing design, location and schematics for the utility system to be approved by the City Engineer. In accordance with Government Code Section 66462, the Developer shall execute an agreement with the City providing for the installation, construction, improvement and dedication of the utility system following recordation of final map and/or concurrent with trenching operations and other improvements so long as said agreement incorporates the approved engineering plan and provides financial security to guarantee completion and dedication of the utility system.

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The Developer shall coordinate and receive approval from the City Engineer to install, construct, improve, and dedicate to the City all utility infrastructure including but not limited to, conduit, equipment, vaults, ducts, wires, switches, conductors, transformers, and “bring-up” facilities including electrical capacity to serve the identified development and other adjoining, abutting, or benefiting projects as determined by Moreno Valley Utility – collectively referred to as “utility system”, to and through the development, along with any appurtenant real property easements, as determined by the City Engineer necessary for the distribution and/or delivery of any and all “utility services” to and within the project. For purposes of this condition, “utility services” shall mean electric, cable television, telecommunication (including video, voice, and data) and other similar services designated by the City Engineer. “Utility services” shall not include sewer, water, and natural gas services, which are addressed by other conditions of approval.

The City, or the City’s designee, shall utilize dedicated utility facilities to ensure safe, reliable, sustainable and cost effective delivery of utility services and maintain the integrity of streets and other public infrastructure. Developer shall, at developer's sole expense, install or cause the installation of such interconnection facilities as may be necessary to connect the electrical distribution infrastructure within the project to the Moreno Valley Utility owned and controlled electric distribution system.

82. Existing Moreno Valley Utility electrical infrastructure shall be preserved in place. The developer will be responsible, at developer’s expense, for any and all costs associated with the relocation of any of Moreno Valley Utility’s underground electrical distribution facilities, as determined by Moreno Valley Utility, which may be in conflict with any developer planned construction on the project site.
83. This project is subject to a Reimbursement Agreement. The Developer is responsible for a proportionate share of costs associated with electrical distribution infrastructure previously installed that directly benefits the project. Payment shall be required prior to issuance of building permits.
84. This project shall coordinate and receive approval from the City Engineer to install, construct, improve, and dedicate to the City fiber optic cable improvements consisting of fiber optic cable, splices and termination equipment to serve the identified development and other adjoining, abutting, or benefiting projects as determined by Moreno Valley Utility along with any appurtenant real property easements, as determined by the City Engineer to be necessary for the distribution and/or delivery of any and all “fiber optic services” to and within the project.
85. This project shall coordinate and receive approval from the City Engineer to install, construct, improve, and dedicate to Moreno Valley Utility fiber optic cable improvements consisting of conduit, and pull boxes to serve the identified development and other adjoining, abutting, or benefiting projects as determined by

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Moreno Valley Utility along with any appurtenant real property easements, as determined by the City Engineer to be necessary for the distribution and/or delivery of any and all “fiber optic services” to and within the project.

86. This project shall coordinate and receive approval from the City Engineer to install, construct, improve, and dedicate to Moreno Valley Utility electric streetlight improvements consisting of streetlight poles, mast-arms, fixtures conduit, wiring, terminations and pull boxes to serve the identified development and other adjoining, abutting, or benefiting projects as determined by the Land Development Department along with any appurtenant real property easements, as determined by the City Engineer to be necessary for the distribution and/or delivery of any and all “street light services” to and within the project.

PUBLIC WORKS DEPARTMENT**Land Development**

87. Aggregate slurry, as defined in Section 203-5 of Standard Specifications for Public Works Construction, shall be required 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.
88. 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]
89. The final approved conditions of approval (COAs) issued and any applicable Mitigation Measures by the Planning Division shall be photographically or electronically placed on mylar sheets and included in the Grading and Street Improvement plans.
90. 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.

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(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.

91. 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.
92. 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)]
93. 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.
94. 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.
95. The proposed private storm drain system shall connect to the existing concrete channel north of the project. 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.
96. 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 w/ erosion control plan (prior to grading permit issuance);

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- b. Precise grading w/ erosion control plan (prior to building permit issuance);
 - c. Public improvement plan (e.g., street/storm drain w/stripping, RCFC storm drain, sewer/water, etc.) (prior to map approval);
 - d. Final drainage study (prior to grading plan approval);
 - e. Final WQMP (prior to grading plan approval);
 - f. Legal documents (e.g., easement(s), dedication(s), lot line adjustment, vacation, etc.) (prior to building permit issuance);
 - g. As-Built revision for all plans (prior to Occupancy release).
97. Water quality best management practices (BMPs) designed to meet Water Quality Management Plan (WQMP) requirements for development shall not be used as a construction BMP. Water quality BMPs shall be maintained for the entire duration of the project construction and be used to treat runoff from those developed portions of the project. Water quality BMPs shall be protected from upstream construction related runoff by having proper best management practices in place and maintained. Water quality BMPs shall be graded per the approved design plans and once landscaping and irrigation has been installed, it and its maintenance shall be turned over to the responsible party for maintenance.
98. 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]

Prior to Grading Plan Approval

99. Resolution of all drainage issues shall be as approved by the City Engineer.
100. 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.
101. Emergency overflow areas shall be shown at all applicable drainage improvement locations in the event that the drainage improvement fails or exceeds full capacity.
102. A final project-specific Water Quality Management Plan (WQMP) shall be submitted for review and approved by the City Engineer, which:
- a. Addresses Site Design Best Management Practices (BMPs) such as minimizing impervious areas, maximizing permeability, minimizes directly

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connected impervious areas to the City's street and storm drain systems, and conserves natural areas;

b. Incorporates Source Control BMPs and provides a detailed description of their implementation;

c. Describes the long-term operation and maintenance requirements for BMPs requiring maintenance; and

d. Describes the mechanism for funding the long-term operation and maintenance of the BMPs.

A copy of the final WQMP template can be obtained on the City's Website or by contacting the Land Development Division. A digital (pdf) copy of the approved final project-specific Water Quality Management Plan (WQMP) shall be submitted to the Land Development Division.

103. The final project-specific Water Quality Management Plan (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 and biotreatment BMPs. 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 (1 for trash and 1 for recyclables). The architecture shall be approved by the Planning Division and any structural approvals shall be made by the Building and Safety Division.

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104. 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.
105. 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.
106. 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.
107. 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.
108. 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.

Prior to Grading Permit

109. 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)]
110. 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.

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111. 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]
112. Security, in the form of a cash deposit (preferable), bond 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)]
113. Security, in the form of a cash deposit (preferable), bond or letter of credit shall be submitted as a guarantee of the completion of the grading operations for the project. [MC 8.21.070]
114. 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.

Prior to Improvement Plan Approval

115. 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.
116. The developer shall submit clearances from all applicable agencies, and pay all applicable plan check fees.
117. The street improvement plans shall comply with current City policies, plans and applicable City standards (i.e. MVSI-160 series, etc.) throughout this project.
118. 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]

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119. 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.
120. Any missing or deficient existing improvements along the project frontage within Old 215 Frontage Road and Edgemont Street 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.
121. 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.
122. 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 may be allowed for emergency repairs or as specifically approved in writing by the City Engineer. Special requirements shall be imposed for repaving, limits to be determined by the City Engineer.
123. 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.

Prior to Encroachment Permit

124. A digital (pdf) copy of all approved improvement plans shall be submitted to the Land Development Division.
125. Any work performed within public right-of-way requires an encroachment permit.

Prior to Building Permit

126. 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

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licensed civil engineer.

127. 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.
128. 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.
129. 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.
130. 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]

Prior to Occupancy

131. 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.
132. The final/precise grade certification shall be submitted for review and approved by the City Engineer.
133. 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 shall establish a Property Owners Association (POA) to finance the maintenance of the "Water Quality BMPs". Any lots which are identified as "Water Quality BMPs" shall be owned in fee by the POA.
134. 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 gutter, sidewalks, drive approaches, street lights, signing, striping, under sidewalk drains, landscaping and irrigation, full-width median, pavement tapers/transitions

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- and traffic control devices as appropriate.
- b. Storm drain facilities including, but not limited to: storm drain pipe, storm drain laterals, 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.
135. For commercial, industrial and multi-family projects, a "Stormwater Treatment Device and Control Measure Access and Maintenance Covenant", "Maintenance Agreement for Water Quality Improvements located in the public right-of-way" and a "Declaration of Restrictive Covenants (encroachment on City easement)" 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 covenants and agreements can be obtained by contacting the Land Development Division.
136. 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.
137. 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.

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Special Conditions

138. Prior to occupancy, the following improvements shall be completed:
Old 215 Frontage Rd. (110' R/W / 86' CC: 4-lane Divided Arterial, City Standard No. MVS1-103A-1) shall be constructed to achieve an easterly street half-width of 43', a full width 18' median centered about the boundary between the City of Moreno Valley and the City of Riverside, plus an additional 14' of pavement on the west side of the street, along the entire project's west frontage. Improvements shall consist of, but not limited to: pavement, base, curb, gutter, sidewalk, driveway approaches, drainage structures, any necessary offsite improvement transition/joins to existing, street lights, pedestrian ramps, and dry and wet utilities. An encroachment permit from the City of Riverside will be required for the westerly half of the median located outside of the City of Moreno Valley's city limits.
139. Prior to occupancy, the following improvements shall be completed:
Edgemont St. (60' R/W / 36' CC: Modified Local Street, Modified City Standard No. MVS1-107A-0) shall be constructed to achieve a half-width of 18' plus an additional 12' of pavement, along the entire project's east frontage. Improvements shall consist of, but not limited to: pavement, base, curb, gutter, sidewalk, driveway approaches, drainage structures, any necessary offsite improvement transition/joins to existing, street lights, pedestrian ramps, and dry and wet utilities.
140. Prior to building permit issuance, the developer shall process a street vacation of seventeen (17) feet for Old 215 Frontage Rd. along the project frontage.
141. Prior to improvement plan approval, pavement core samples of existing pavement shall 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 2-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.
142. The owner/developer shall address the issue of standing water in Edgemont Channel adjacent to the project site. A professional services company shall be hired to perform a one-time clean out of the culvert underneath Old 215 Frontage Road. The clean out service will be limited to the channel opening located on the east side of Old 215 Frontage Road and extend to the centerline of Old 215 Frontage Road, staying within the City of Moreno Valley's City limits.
143. Prior to building permit issuance, the developer shall have the option of the following:

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- Record Parcel Map 38325 per the "Prior to Map Approval" conditions of approval of PEN21-0327; or
- Process the necessary number of lot line adjustments to achieve the required resultant lot(s).

Special Districts Division

144. CFD 2014-01. Prior to applying for the 1st Building Permit, the qualified elector (e.g. property owner) must initiate the process (i.e. pay the annexation fee, form an association to fund the services or fund an endowment) to provide an ongoing funding source for Landscape Maintenance Services for public parkway, traffic circle, open space, and/or median landscaping on Old 215 Frontage Road.

This condition must be fully satisfied prior to issuance of the 1st Certificate of Occupancy. This condition will be satisfied with the successful annexation/formation (i.e. special election process) into a special financing district and payment of all costs associated with the special election process. Annexation into a special financing district requires an annual payment of the annual special tax, assessment, or fee levied against the property tax bill, or other lawful means, of the parcels of the project for such district. At the time of the public hearing to consider annexation into or formation of the district, the qualified elector(s) will not protest the annexation or formation, but will retain the right to object to any eventual tax/assessment/fee that is not equitable should the financial burden of the tax/assessment/fee not be reasonably proportionate to the benefit the affected property receives from the improvements to be installed and/or maintained or services provided. The special election requires a minimum 90-day process in compliance with the provisions of Article 13C of the California Constitution, Proposition 218, or other applicable legislation, and consistent with the scheduling for City Council meetings.

Alternatively, the condition can be satisfied by the Developer forming a property owner association that will be responsible for the improvements and any and all operation and maintenance costs for the improvements or by funding an endowment in an amount sufficient to yield an annual revenue stream that meets the annual obligation, as calculated by Special Districts Admin staff. The Developer must contact Special Districts Administration at 951.413.3470 or at SDAdmin@moval.org to satisfy this condition.

145. Approved Landscape Plans. For those areas to be maintained by the City and prior to the issuance of the 1st Building Permit, Planning, Landscape Services and Transportation Engineering staff, at a minimum, shall review and approve the final median, parkway, slope, traffic circle and/or open space landscape/irrigation plans as designated on the tentative map or in these Conditions of Approval.

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146. Major Infrastructure SFD Major Infrastructure Financing District. Prior to applying for the 1st Building Permit, the qualified elector (e.g. property owner) must initiate the process (i.e. pay the annexation fee or use the alternative identified at the time of the special financing district formation) to provide an ongoing funding source for the construction and maintenance of major infrastructure improvements, which may include but is not limited to thoroughfares, bridges, and certain flood control improvements. This condition will be applicable provided said district is under development at the time this project applies for the 1st Building Permit. This condition must be fully satisfied prior to issuance of the 1st Certificate of Occupancy. This condition will be satisfied with the successful annexation/formation (i.e. special election process) into a special financing district and payment of all costs associated with the special election process. Annexation into a special financing district requires an annual payment of the annual special tax, assessment, or fee levied against the property tax bill, or other lawful means, of the parcels of the project for such district. At the time of the public hearing to consider annexation into or formation of the district, the qualified elector(s) will not protest the annexation or formation, but will retain the right to object to any eventual tax/assessment/fee that is not equitable should the financial burden of the tax/assessment/fee not be reasonably proportionate to the benefit the affected property receives from the improvements to be installed and/or maintained or services provided. The special election requires a minimum 90-day process in compliance with the provisions of Article 13C of the California Constitution, Proposition 218, or other applicable legislation, and consistent with the scheduling for City Council meetings. An alternative to satisfying this condition will be identified at such time as a special financing district has been established. At the time of development, the developer must contact Special Districts Administration at 951.413.3470 or at SDAdmin@moval.org to determine if this condition is applicable.
147. Park Maintenance Funding. Prior to applying for the 1st Building Permit, the qualified elector (e.g. property owner) must initiate the process (i.e. pay the annexation fee or fund an endowment) to provide an ongoing funding source for the continued maintenance, enhancement, and/or retrofit of parks, open spaces, linear parks, and/or trails systems.

This condition must be fully satisfied prior to issuance of the 1st Certificate of Occupancy. This condition will be satisfied with the successful annexation/formation (i.e. special election process) into a special financing district and payment of all costs associated with the special election process. Annexation into a special financing district requires an annual payment of the annual special tax, assessment, or fee levied against the property tax bill, or other lawful means, of the parcels of the project for such district. At the time of the public hearing to consider annexation into or formation of the district, the qualified elector(s) will not protest the annexation or formation, but will retain the right to object to any eventual tax/assessment/fee that is

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not equitable should the financial burden of the tax/assessment/fee not be reasonably proportionate to the benefit the affected property receives from the improvements to be installed and/or maintained or services provided. The special election requires a minimum 90-day process in compliance with the provisions of Article 13C of the California Constitution, Proposition 218, or other applicable legislation, and consistent with the scheduling for City Council meetings.

Alternatively, the condition can be satisfied by the Developer funding an endowment in an amount sufficient to yield an annual revenue stream that meets the annual obligation, as calculated by Special Districts Admin staff. The Developer must contact Special Districts Administration at 951.413.3470 or at SDAdmin@moval.org to satisfy this condition.

148. Maintenance Services Funding. Prior to applying for the 1st Building Permit, the qualified elector (e.g. property owner) must initiate the process (i.e. pay the annexation fee or use the alternative identified at the time of the special financing district formation) to provide an ongoing funding source for the operation and maintenance of public improvements and/or services associated with impacts of the development. This condition will only be applicable provided said district is under development at the time this project applies for the 1st Building Permit.

This condition must be fully satisfied prior to issuance of the 1st Certificate of Occupancy. This condition will be satisfied with the successful annexation/formation (i.e. special election process) into a special financing district and payment of all costs associated with the special election process. Annexation into a special financing district requires an annual payment of the annual special tax, assessment, or fee levied against the property tax bill, or other lawful means, of the parcels of the project for such district. At the time of the public hearing to consider annexation into or formation of the district, the qualified elector(s) will not protest the annexation or formation, but will retain the right to object to any eventual tax/assessment/fee that is not equitable should the financial burden of the tax/assessment/fee not be reasonably proportionate to the benefit the affected property receives from the improvements to be installed and/or maintained or services provided. The special election requires a minimum 90-day process in compliance with the provisions of Article 13C of the California Constitution, Proposition 218, or other applicable legislation, and consistent with the scheduling for City Council meetings.

An alternative to satisfying this funding source will be identified at such time as a special financing district has been established. At the time of development, the developer must contact Special Districts Administration at 951.413.3470 or at SDAdmin@moval.org to determine if this condition is applicable.

149. Public Safety Funding. Prior to applying for the 1st Building Permit, the qualified elector (e.g. property owner) must initiate the process (i.e. pay the annexation fee

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or use the alternative identified at the time of the special financing district formation) to provide an ongoing funding source for Public Safety services, which may include but is not limited to Police, Fire Protection, Paramedic Services, Park Rangers, and Animal Control services. This condition will only be applicable provided said district is under development at the time this project applies for the 1st Building Permit.

This condition must be fully satisfied prior to issuance of the 1st Certificate of Occupancy. This condition will be satisfied with the successful annexation/formation (i.e. special election process) into a special financing district and payment of all costs associated with the special election process. Annexation into a special financing district requires an annual payment of the annual special tax, assessment, or fee levied against the property tax bill, or other lawful means, of the parcels of the project for such district. At the time of the public hearing to consider annexation into or formation of the district, the qualified elector(s) will not protest the annexation or formation, but will retain the right to object to any eventual tax/assessment/fee that is not equitable should the financial burden of the tax/assessment/fee not be reasonably proportionate to the benefit the affected property receives from the improvements to be installed and/or maintained or services provided. The special election requires a minimum 90-day process in compliance with the provisions of Article 13C of the California Constitution, Proposition 218, or other applicable legislation, and consistent with the scheduling for City Council meetings.

An alternative to satisfying this condition will be identified at such time as a special financing district has been established. At the time of development, the developer must contact Special Districts Administration at 951.413.3470 or at SDAdmin@moval.org to determine if this condition is applicable.

150. Bioretention Basin Maintenance. The ongoing maintenance of any bioretention basin, or other like water quality BMP constructed in the public right of way, shall be the responsibility of a property owner association or the property owner.
151. Maintenance Period. The Developer, or the Developer's successors or assignees shall be responsible for all parkway, traffic circle, open space and/or median landscape maintenance and utility costs, etc. for a period no less than one (1) year commencing from the time all items of work have been completed to the satisfaction of Landscape Services staff as per the City of Moreno Valley Public Works Department Landscape Design Guidelines, or until such time as the City accepts maintenance responsibilities.
152. ECSD Street Light Acknowledgement. Prior to the 1st Certificate of Occupancy, the Developer must submit an acknowledgement from Edgemont Community Services District confirming it has accepted all street lights required to be installed by this project into its system for ongoing maintenance. Said acknowledgement must be emailed to SDAdmin@moval.org. ECSD can be reached at 951.784.2411, P.O.

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Box 5436, Riverside, CA 92514.

153. Independent Utilities. Parkway, median, slope, traffic circle and/or open space landscape areas included within a special financing district are 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 that are not within the same CFD 2014-01 tax rate layers or funding program (e.g. NPDES) will not be permitted.
154. Landscape Inspection Fees. Inspection fees for the monitoring of landscape installation associated with the City of Moreno Valley maintained landscaping are due prior to the required pre-construction meeting. (MC 3.32.040)
155. Landscape Guidelines. Plans for parkway, median, slope, traffic circle, 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 or from Landscape Services (951.413.3480 or SDLandscape@moval.org).
156. Maintenance Responsibility. The ongoing maintenance of any landscaping required to be installed behind the curb shall be the responsibility of the property owner.
157. Landscape Plan Check Fees. Plan check fees for review of parkway/median, open space, and/or traffic circle 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)
158. Parkway, open space, traffic circle, 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. Mylars of the landscape and irrigation plans shall be submitted on hanging tab to Landscape Services.

Transportation Engineering Division

160. Conditions of approval may be modified or added if a phasing plan is submitted for this development.
161. All project driveways shall conform to City of Moreno Valley Standard Plans No.

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MVSI-112C-0 for Commercial Driveway Approaches. Access at the driveways shall be allowed as follows:

- Old 215 Frontage Road driveways: right-turn in/out only. Access restriction shall be accomplished with the construction of a raised median on Old 215 Frontage Road.

162. Each gated entrance shall be provided with the following:

- A storage lane with a minimum of 75 feet queuing length for entering traffic.
- Signing and striping.
- A separate pedestrian entry.

All of these features must be kept in working order.

163. All proposed on-site traffic signing and striping should be accordance with the latest California Manual on Uniform Traffic Control Devices (CAMUTCD). Appropriate signage shall be installed to restrict truck access to the northerly and southerly driveways only.

164. Old 215 Frontage Road is designated as a 4-Lane Divided Arterial (110'RW/86'CC) per City Standard Plan No. MVSI-103A-0. Any improvements undertaken by this project shall be consistent with the City's standards for this facility. Additional improvements shall be required to transition from ultimate street width along the project frontage to existing edge of pavement north and south of the project site.

165. Edgemont Street is designated as a Modified Local (60'RW/36'CC) per City Standard Plan No. MVSI-107A-0. Any improvements undertaken by this project shall be consistent with the City's standards for this facility. Additional improvements shall be required to transition from ultimate street width along the project frontage to existing edge of pavement north and south of the project site.

166. 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 Traffic Engineer.

167. Prior to final approval of any landscaping or monument sign plans, the project plans shall demonstrate that sight distance at the project driveways conforms to City Standard Plan No. MVSI-164A, B, C-0.

168. 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 within the project area.

169. Prior to the final approval of the street improvement plans, a median improvement plan shall be prepared by a registered civil engineer for a raised concrete median

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on Old 215 Frontage Road along the project frontage.

170. Prior to issuance of a Certificate of Occupancy, all approved street improvements shall be installed to the satisfaction of the City Engineer.
171. Prior to issuance of a Certificate of Occupancy, all approved signing and striping shall be installed per current City Standards.
172. Prior to issuance of the first building permit, the Developer shall coordinate with the City of Riverside Public Works Department and purchase the necessary traffic signal appurtenance equipment for the improvement, as identified in the Cottonwood & Edgemont Warehouse Traffic Analysis, dated January 6, 2023 at the intersection of Old 215 Frontage Road and Eucalyptus Avenue.

PARKS & COMMUNITY SERVICES DEPARTMENT

173. This project is subject to current Development Impact Fees.

Exhibit C

Conditions of Approval PEN21-0326

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CITY OF MORENO VALLEY
 CONDITIONS OF APPROVAL
 Plot Plan (PEN21-0326)

EFFECTIVE DATE:

EXPIRATION DATE:

COMMUNITY DEVELOPMENT DEPARTMENT**Planning Division**

1. 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)
2. Any expansion to this use or exterior alterations will require the submittal of a separate application(s) and shall be reviewed and approved under separate permit(s). (MC 9.02.080)
3. 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)
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. The Developer shall defend, indemnify and hold harmless the City, city council, commissions, boards, subcommittees and the City's elected and appointed officials, commissioners, board members, officers, agents, consultants and employees ("City Parties") from and against any and all liabilities, demands, claims, actions or proceedings and costs and expenses incidental thereto (including costs of defense, settlement and reasonable attorneys' fees), which any or all of them may suffer, incur, be responsible for or pay out as a result of or in connection with any challenge to the legality, validity or adequacy of any of the following items: (i) any prior or current agreements by and among the City and the Developer; (ii) the current, concurrent and subsequent permits, licenses and entitlements approved by the City; (iii) any environmental determination made by the City in connection with

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the Project Site and the Project; and (iv) any proceedings or other actions undertaken by the City in connection with the adoption or approval of any of the above. In the event of any administrative, legal, equitable action or other proceeding instituted by any third party (including without limitation a governmental entity or official) challenging the legality, validity or adequacy of any of the above items or any portion thereof, the Parties shall mutually cooperate with each other in defense of said action or proceeding. Notwithstanding the above, the City, at its sole option, may tender the complete defense of any third party challenge as described herein. In the event the City elects to contract with special counsel to provide for such a defense, the City shall meet and confer with the Developer regarding the selection of counsel, and the Developer shall pay all costs related to retention of such counsel by the City.

6. All landscaped areas 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. 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)
8. 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.
9. A change or modification to the land use or the approved site plans may require a separate approval. Prior to any change or modification, the property owner shall contact the City of Moreno Valley Community Development Department to determine if a separate approval is required.

Special Conditions

10. To ensure the proposed project has adequate water provisions, if the proposed project is within the Box Springs Mutual Water Company's ("Water Company") jurisdictional boundaries, the applicant, or underlying property owner, as may be determined by the City, shall execute a proxy or suitable instrument, providing the City with authority to exercise voting shares associated with the land on behalf of the applicant or underlying property owner, or otherwise exercise such rights consistent with the intent of this condition upon consent of the City.
11. This approval is for Building 2 (PEN21-0326), which is approximately 49,815 square feet in size. The application (PEN21-0326) relates to Master Plot Plan (PEN21-0325) and Tentative Parcel Map 38325 (PEN21-0327). Any change or

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modification to Building 2 (PEN21-0236) shall require separate approval.

12. The project shall be designed and constructed to meet LEED Silver Equivalent with evidence provided to the City.
13. Prior to issuance of building permits, for projects that will be phased, a phasing plan shall be submitted to and approved by the Planning Division if occupancy is proposed to be phased.
14. Prior to issuance of any building permits, final landscaping and irrigation plans shall be submitted for review and approved by the Planning Division. The plans shall be prepared in accordance with the City's Landscape Requirements to include a drought tolerant palette. (MVMC 9.17)
15. Prior to issuance of grading permits, the location of the trash enclosure shall be included on the plans.
16. 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)

Prior to Grading Permit

17. Prior to issuance of any grading permit, all Conditions of Approval, and Mitigation Measures shall be printed on the grading plans.
18. 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)
19. 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)
20. Prior to issuance of grading permits, the developer shall pay the applicable

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Stephens' Kangaroo Rat (SKR) Habitat Conservation Plan mitigation fee. (Ord)

21. If potential historic, archaeological, Native American cultural resources or paleontological 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 (36CFR61)) shall be consulted by the applicant to evaluate the find, and as appropriate recommend alternative measures to avoid, minimize or mitigate negative effects on the historic, prehistoric, or paleontological 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 affected Native American Tribes before any further work commences in the affected area.

If human remains are discovered during grading and other construction excavation, no further disturbance shall occur 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 5-days 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).

22. 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.
23. Prior to the 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 include decorative block walls with pilasters with a height of fourteen (14) feet to fully screen trucks (industrial and some situations with commercial uses).
 - d. Walls and fences for visual screening are required when there are adjacent residential uses or residentially zone property. The height, placement, and design will be based on a site-specific review of the project. All walls are subject to the

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approval of the Planning Official. (MC 9.08.070)

24. 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.
25. Prior to issuance of any building permit, all Conditions of Approval, and Mitigation Measures shall be printed on the building plans.
26. 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.

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- 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.
27. 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)
 28. 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)
 29. 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)
 30. 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.
 31. Detailed, on-site, computer generated, point-by-point comparison lighting plan, including exterior building, parking lot, and landscaping lighting, shall be included in the Building Plans for review by the Planning Division. 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, shall include style, illumination, location, height and method of shielding per the City's Municipal Code requirements. After the third plan check review for lighting plans, an additional plan check fee will apply. (MC 9.08.100, 9.16.280)
 32. 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.

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Prior to Building Final or Occupancy

33. 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).
34. Prior to building final, Planning approved/stamped landscape plans shall be provided to the Community Development Department – Planning Division on a CD disk.
35. 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).

Building Division

36. 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.
37. 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.
38. Contact the Building Safety Division for permit application submittal requirements.
39. All new buildings 10,000 square feet and over, shall include building commissioning in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements (OPR). All requirements in The 2016 California Green Building Standards Code, sections 5.410.2 - 5.410.2.6 must be met.
40. Any construction within the city shall only be as follows: Monday through Friday seven a.m. to seven p.m.(except for holidays which occur on weekdays), eight a.m. to four p.m.; weekends and holidays (as observed by the city and described in the Moreno Valley Municipal Code Chapter 2.55), unless written approval is first obtained from the Building Official or City Engineer.
41. Building plans submitted shall be signed and sealed by a California licensed design professional as required by the State Business and Professions Code.

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42. The proposed development shall be subject to the payment of required development fees as required by the City's current Fee Ordinance at the time a building application is submitted or prior to the issuance of permits as determined by the City.
43. 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 2019 CBC.
44. The proposed non-residential project shall comply with 2019 California Green Building Standards Code, Section 5.106.5.3, mandatory requirements for Electric Vehicle Charging Station (EVCS).
45. 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.

ECONOMIC DEVELOPMENT DEPARTMENT (EDD)

46. New Moreno Valley businesses may work with the Economic Development Department to coordinate job recruitment fairs.
47. 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.
48. New Moreno Valley businesses are encouraged to hire local residents.
49. New Moreno Valley businesses are encouraged to provide a job fair flyer and/or web announcement to the City in advance of job recruitments, so that the City can assist in publicizing these events.
50. New Moreno Valley businesses may utilize the workforce recruitment services provided by the Moreno Valley Business & Employment Resource Center ("BERC").

The BERC offers free assistance to Moreno Valley businesses recruiting and training potential employees. Complimentary services include:

- Job Announcements
- Applicant testing / pre-screening
- Interviewing

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- Job Fair support
- Training space

FIRE DEPARTMENT**Fire Prevention Bureau**

51. All Fire Department access roads or driveways shall not exceed 12 percent grade. (CFC 503.2.7 and MVMC 8.36.060[G])
52. 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)
53. The angle of approach and departure for any means of Fire Department access shall not exceed 1 ft drop in 20 ft (0.3 m drop in 6 m), and the design limitations of the fire apparatus of the Fire Department shall be subject to approval by the AHJ. (CFC 503 and MVMC 8.36.060)
54. Prior to construction, all locations where structures are to be built shall have an approved Fire Department access based on street standards approved by the Public Works Director and the Fire Prevention Bureau. (CFC 501.4)
55. 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)
56. 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)
57. Prior to issuance of building permits, plans specifying the required structural materials for building construction in high fire hazard severity zones shall be submitted to the Fire Prevention Bureau for approval. (CFC, 4905)
58. 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])
59. Existing fire hydrants on public streets are allowed to be considered available.

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- Existing fire hydrants on adjacent properties shall not be considered available unless fire apparatus access roads extend between properties and easements are established to prevent obstruction of such roads. (CFC 507, 501.3) a - After the local water company signs the plans, the originals shall be presented to the Fire Prevention Bureau for signatures. 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.
60. 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.
 61. Prior to issuance of Certificate of Occupancy or Building Final, the applicant/developer shall install a fire alarm system monitored by an approved Underwriters Laboratory listed central station based on a requirement for monitoring the sprinkler system, occupancy or use. Fire alarm panel shall be accessible from exterior of building in an approved location. Plans shall be submitted to the Fire Prevention Bureau for approval prior to installation. (CFC Chapter 9 and MVMC 8.36.100)
 62. The Fire Code Official is authorized to enforce the fire safety during construction requirements of Chapter 33. (CFC Chapter 33 & CBC Chapter 33)
 63. 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])
 64. 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])
 65. Prior to issuance of the building permit for development, independent paved access to the nearest paved road, maintained by the City shall be designed and constructed by the developer within the public right of way in accordance with City Standards. (MVMC 8.36.060, CFC 501.4)
 66. 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)

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67. 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)
68. Multi-family residences shall display the address in accordance with the Riverside County Fire Department Premises Identification standard 07-01. (CFC 505.1)
69. Fire Department access driveways over 150 feet in length shall have a turn-around as determined by the Fire Prevention Bureau capable of accommodating fire apparatus. (CFC 503 and MVMC 8.36.060, CFC 501.4)
70. During phased construction, dead end roadways and streets which have not been completed shall have a turn-around capable of accommodating fire apparatus. (CFC 503.1 and 503.2.5)
71. If construction is phased, each phase shall provide an approved emergency vehicular access way for fire protection prior to any building construction. (CFC 501.4)
72. 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)
73. 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)
74. Dead-end streets and/or fire apparatus access roads in excess of 150 feet in length shall be provided with an approved turnaround for fire apparatus.
75. Prior to construction, all traffic calming designs/devices must be approved by the Fire Marshal and City Engineer.
76. Prior to building construction, dead end roadways and streets which have not been completed shall have a turnaround capable of accommodating fire apparatus. (CFC

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503.2.5)

77. 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.

FINANCIAL & MANAGEMENT SERVICES DEPARTMENT**Moreno Valley Utility**

78. This project requires the installation of electric distribution facilities. A non-exclusive easement shall be provided to Moreno Valley Utility and shall include the rights of ingress and egress for the purpose of operation, maintenance, facility repair, and meter reading.
79. This project requires the installation of electric distribution facilities. The developer shall submit a detailed engineering plan showing design, location and schematics for the utility system to be approved by the City Engineer. In accordance with Government Code Section 66462, the Developer shall execute an agreement with the City providing for the installation, construction, improvement and dedication of the utility system following recordation of final map and/or concurrent with trenching operations and other improvements so long as said agreement incorporates the approved engineering plan and provides financial security to guarantee completion and dedication of the utility system.

The Developer shall coordinate and receive approval from the City Engineer to install, construct, improve, and dedicate to the City all utility infrastructure including but not limited to, conduit, equipment, vaults, ducts, wires, switches, conductors, transformers, and “bring-up” facilities including electrical capacity to serve the identified development and other adjoining, abutting, or benefiting projects as determined by Moreno Valley Utility – collectively referred to as “utility system”, to and through the development, along with any appurtenant real property easements, as determined by the City Engineer necessary for the distribution and/or delivery of any and all “utility services” to and within the project. For purposes of this condition, “utility services” shall mean electric, cable television, telecommunication (including video, voice, and data) and other similar services designated by the City Engineer. “Utility services” shall not include sewer, water, and natural gas services, which are

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addressed by other conditions of approval.

The City, or the City's designee, shall utilize dedicated utility facilities to ensure safe, reliable, sustainable and cost effective delivery of utility services and maintain the integrity of streets and other public infrastructure. Developer shall, at developer's sole expense, install or cause the installation of such interconnection facilities as may be necessary to connect the electrical distribution infrastructure within the project to the Moreno Valley Utility owned and controlled electric distribution system.

80. Existing Moreno Valley Utility electrical infrastructure shall be preserved in place. The developer will be responsible, at developer's expense, for any and all costs associated with the relocation of any of Moreno Valley Utility's underground electrical distribution facilities, as determined by Moreno Valley Utility, which may be in conflict with any developer planned construction on the project site.
81. This project is subject to a Reimbursement Agreement. The Developer is responsible for a proportionate share of costs associated with electrical distribution infrastructure previously installed that directly benefits the project. Payment shall be required prior to issuance of building permits.

PUBLIC WORKS DEPARTMENT**Land Development**

82. Aggregate slurry, as defined in Section 203-5 of Standard Specifications for Public Works Construction, shall be required 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.
83. 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]
84. The final approved conditions of approval (COAs) issued and any applicable Mitigation Measures by the Planning Division shall be photographically or electronically placed on mylar sheets and included in the Grading and Street

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Improvement plans.

85. 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.
86. 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.
87. 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)]
88. 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.
89. 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.
90. The proposed private storm drain system shall connect to the existing concrete channel north of the project. 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.

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91. 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 w/ erosion control plan (prior to grading permit issuance);
 - b. Precise grading w/ erosion control plan (prior to building permit issuance);
 - c. Public improvement plan (e.g., street/storm drain w/striping, RCFC storm drain, sewer/water, etc.) (prior to map approval);
 - d. Final drainage study (prior to grading plan approval);
 - e. Final WQMP (prior to grading plan approval);
 - f. Legal documents (e.g., easement(s), dedication(s), lot line adjustment, vacation, etc.) (prior to building permit issuance);
 - g. As-Built revision for all plans (prior to Occupancy release).
92. Water quality best management practices (BMPs) designed to meet Water Quality Management Plan (WQMP) requirements for development shall not be used as a construction BMP. Water quality BMPs shall be maintained for the entire duration of the project construction and be used to treat runoff from those developed portions of the project. Water quality BMPs shall be protected from upstream construction related runoff by having proper best management practices in place and maintained. Water quality BMPs shall be graded per the approved design plans and once landscaping and irrigation has been installed, it and its maintenance shall be turned over to the responsible party for maintenance.
93. 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]

Prior to Grading Plan Approval

94. Resolution of all drainage issues shall be as approved by the City Engineer.
95. 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.

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96. Emergency overflow areas shall be shown at all applicable drainage improvement locations in the event that the drainage improvement fails or exceeds full capacity.
97. A final project-specific Water Quality Management Plan (WQMP) shall be submitted for review and approved by the City Engineer, which:
- Addresses Site Design Best Management Practices (BMPs) such as minimizing impervious areas, maximizing permeability, minimizes directly connected impervious areas to the City's street and storm drain systems, and conserves natural areas;
 - Incorporates Source Control BMPs and provides a detailed description of their implementation;
 - Describes the long-term operation and maintenance requirements for BMPs requiring maintenance; and
 - Describes the mechanism for funding the long-term operation and maintenance of the BMPs.

A copy of the final WQMP template can be obtained on the City's Website or by contacting the Land Development Division. A digital (pdf) copy of the approved final project-specific Water Quality Management Plan (WQMP) shall be submitted to the Land Development Division.

98. The final project-specific Water Quality Management Plan (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.
- The Applicant has proposed to incorporate the use of bioretention and biotreatment BMPs. 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.
 - The Applicant shall substantiate the applicable Hydrologic Condition of Concerns (HCOC) in Section F of the F-WQMP.
 - 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.
 - The proposed LID BMP's as identified in the project-specific P-WQMP shall be incorporated into the Final WQMP.
 - The NPDES notes per City Standard Drawing No. MVFE-350-0 shall be included in the grading plans.
 - Post-construction treatment control BMPs, once placed into operation for post-construction water quality control, shall not be used to treat runoff from

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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 (1 for trash and 1 for recyclables). The architecture shall be approved by the Planning Division and any structural approvals shall be made by the Building and Safety Division.

99. 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.
100. 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.
101. 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.
102. 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.
103. 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.

Prior to Grading Permit

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104. 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)]
105. 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.
106. 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]
107. Security, in the form of a cash deposit (preferable), bond or letter of credit shall be submitted as a guarantee of the completion of the grading operations for the project. [MC 8.21.070]
108. Security, in the form of a cash deposit (preferable), bond 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)]
109. 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.

Prior to Improvement Plan Approval

110. 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.
111. The developer shall submit clearances from all applicable agencies, and pay all applicable plan check fees.
112. The street improvement plans shall comply with current City policies, plans and applicable City standards (i.e. MVSI-160 series, etc.) throughout this project.
113. The hydrology study shall be designed to accept and properly convey all off-site

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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]

114. 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.
115. Any missing or deficient existing improvements along the project frontage within Old 215 Frontage Road and Edgemont Street 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.
116. 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.
117. 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 may be allowed for emergency repairs or as specifically approved in writing by the City Engineer. Special requirements shall be imposed for repaving, limits to be determined by the City Engineer.
118. 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.

Prior to Encroachment Permit

119. A digital (pdf) copy of all approved improvement plans shall be submitted to the Land Development Division.
120. Any work performed within public right-of-way requires an encroachment permit.

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Prior to Building Permit

121. 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.
122. 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.
123. 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.
124. 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 (excluding models homes).
125. 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]

Prior to Occupancy

126. 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.
127. The final/precise grade certification shall be submitted for review and approved by the City Engineer.
128. 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 shall establish a Property Owners Association (POA) to finance the maintenance of the "Water Quality BMPs". Any lots which are

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identified as "Water Quality BMPs" shall be owned in fee by the POA.

129. 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 gutter, sidewalks, drive approaches, street lights, signing, striping, under sidewalk drains, landscaping and irrigation, full-width median, pavement tapers/transitions and traffic control devices as appropriate.
 - b. Storm drain facilities including, but not limited to: storm drain pipe, storm drain laterals, 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.
130. For commercial, industrial and multi-family projects, a "Stormwater Treatment Device and Control Measure Access and Maintenance Covenant", "Maintenance Agreement for Water Quality Improvements located in the public right-of-way" and a "Declaration of Restrictive Covenants (encroachment on City easement)" 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 covenants and agreements can be obtained by contacting the Land Development Division.
131. 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.
132. 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

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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

133. Prior to occupancy, the following improvements shall be completed:

Old 215 Frontage Rd. (110' R/W / 86' CC: 4-lane Divided Arterial, City Standard No. MVS1-103A-1) shall be constructed to achieve an easterly street half-width of 43', a full width 18' median centered about the boundary between the City of Moreno Valley and the City of Riverside, plus an additional 14' of pavement on the west side of the street, along the entire project's west frontage. Improvements shall consist of, but not limited to: pavement, base, curb, gutter, sidewalk, driveway approaches, drainage structures, any necessary offsite improvement transition/joins to existing, street lights, pedestrian ramps, and dry and wet utilities. An encroachment permit from the City of Riverside will be required for the westerly half of the median located outside of the City of Moreno Valley's city limits.

134. Prior to occupancy, the following improvements shall be completed:

Edgemont St. (60' R/W / 36' CC: Modified Local Street, Modified City Standard No. MVS1-107A-0) shall be constructed to achieve a half-width of 18' plus an additional 12' of pavement, along the entire project's east frontage. Improvements shall consist of, but not limited to: pavement, base, curb, gutter, sidewalk, driveway approaches, drainage structures, any necessary offsite improvement transition/joins to existing, street lights, pedestrian ramps, and dry and wet utilities.

135. Prior to building permit issuance, the developer shall process a street vacation of seventeen (17) feet for Old 215 Frontage Rd. along the project frontage.

136. Prior to improvement plan approval, pavement core samples of existing pavement shall 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 2-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.

137. The owner/developer shall address the issue of standing water in Edgemont Channel adjacent to the project site. A professional services company shall be hired

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to perform a one-time clean out of the culvert underneath Old 215 Frontage Road. The clean out service will be limited to the channel opening located on the east side of Old 215 Frontage Road and extend to the centerline of Old 215 Frontage Road, staying within the City of Moreno Valley's City limits.

138. Prior to building permit issuance, the developer shall have the option of the following:

- Record Parcel Map 38325 per the "Prior to Map Approval" conditions of approval of PEN21-0327; or
- Process the necessary number of lot line adjustments to achieve the required resultant lot(s).

Special Districts Division

139. CFD 2014-01. Prior to applying for the 1st Building Permit, the qualified elector (e.g. property owner) must initiate the process (i.e. pay the annexation fee, form an association to fund the services or fund an endowment) to provide an ongoing funding source for Landscape Maintenance Services for public parkway, traffic circle, open space, and/or median landscaping on Old 215 Frontage Road.

This condition must be fully satisfied prior to issuance of the 1st Certificate of Occupancy. This condition will be satisfied with the successful annexation/formation (i.e. special election process) into a special financing district and payment of all costs associated with the special election process. Annexation into a special financing district requires an annual payment of the annual special tax, assessment, or fee levied against the property tax bill, or other lawful means, of the parcels of the project for such district. At the time of the public hearing to consider annexation into or formation of the district, the qualified elector(s) will not protest the annexation or formation, but will retain the right to object to any eventual tax/assessment/fee that is not equitable should the financial burden of the tax/assessment/fee not be reasonably proportionate to the benefit the affected property receives from the improvements to be installed and/or maintained or services provided. The special election requires a minimum 90-day process in compliance with the provisions of Article 13C of the California Constitution, Proposition 218, or other applicable legislation, and consistent with the scheduling for City Council meetings.

Alternatively, the condition can be satisfied by the Developer forming a property owner association that will be responsible for the improvements and any and all operation and maintenance costs for the improvements or by funding an endowment in an amount sufficient to yield an annual revenue stream that meets the annual obligation, as calculated by Special Districts Admin staff. The Developer must contact Special Districts Administration at 951.413.3470 or at

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SDAdmin@moval.org to satisfy this condition.

140. Approved Landscape Plans. For those areas to be maintained by the City and prior to the issuance of the 1st Building Permit, Planning, Landscape Services and Transportation Engineering staff, at a minimum, shall review and approve the final median, parkway, slope, traffic circle and/or open space landscape/irrigation plans as designated on the tentative map or in these Conditions of Approval.
141. Major Infrastructure SFD Major Infrastructure Financing District. Prior to applying for the 1st Building Permit, the qualified elector (e.g. property owner) must initiate the process (i.e. pay the annexation fee or use the alternative identified at the time of the special financing district formation) to provide an ongoing funding source for the construction and maintenance of major infrastructure improvements, which may include but is not limited to thoroughfares, bridges, and certain flood control improvements. This condition will be applicable provided said district is under development at the time this project applies for the 1st Building Permit. This condition must be fully satisfied prior to issuance of the 1st Certificate of Occupancy. This condition will be satisfied with the successful annexation/formation (i.e. special election process) into a special financing district and payment of all costs associated with the special election process. Annexation into a special financing district requires an annual payment of the annual special tax, assessment, or fee levied against the property tax bill, or other lawful means, of the parcels of the project for such district. At the time of the public hearing to consider annexation into or formation of the district, the qualified elector(s) will not protest the annexation or formation, but will retain the right to object to any eventual tax/assessment/fee that is not equitable should the financial burden of the tax/assessment/fee not be reasonably proportionate to the benefit the affected property receives from the improvements to be installed and/or maintained or services provided. The special election requires a minimum 90-day process in compliance with the provisions of Article 13C of the California Constitution, Proposition 218, or other applicable legislation, and consistent with the scheduling for City Council meetings. An alternative to satisfying this condition will be identified at such time as a special financing district has been established. At the time of development, the developer must contact Special Districts Administration at 951.413.3470 or at SDAdmin@moval.org to determine if this condition is applicable.
142. NPDES Funding. Prior to applying for the 1st Building Permit and if the Land Development Division requires this project to provide a funding source for the City's National Pollutant Discharge Elimination System (NPDES) program, the qualified elector (e.g. property owner) must initiate the process (i.e. pay the balloting/annexation fee or fund an endowment) to provide an ongoing funding source for the NPDES program. This condition must be fully satisfied prior to issuance of the 1st Certificate of Occupancy. This condition will be satisfied with the successful special election process into the NPDES program, or other special

CONDITIONS OF APPROVAL

Plot Plan (PEN21-0326)

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financing district, and payment of all costs associated with the special election process. Participation in the NPDES program requires an annual payment of the annual special tax, assessment, rate or fee levied against the property tax bill, or other lawful means, of the parcels of the project for such district. At the time of the City Council action to consider the ballot/annexation into or formation of the district, the qualified elector(s) will not protest the ballot/annexation or formation, but will retain the right to object to any eventual tax/assessment/rate/fee that is not equitable should the financial burden of the tax/assessment/rate/fee not be reasonably proportionate to the benefit the affected property receives from the improvements to be installed and/or maintained or services provided. The special election requires a minimum 90-day process in compliance with the provisions of Article 13C of the California Constitution, Proposition 218, or other applicable legislation, and consistent with the scheduling for City Council meetings. (MC 3.50.050). Alternatively, the condition can be satisfied by the Developer funding an endowment in an amount sufficient to yield an annual revenue stream that meets the annual obligation, as calculated by Special Districts Admin staff. The Developer must contact Special Districts Administration at 951.413.3470 or at SDAdmin@moval.org to satisfy this condition.

143. Park Maintenance Funding. Prior to applying for the 1st Building Permit, the qualified elector (e.g. property owner) must initiate the process (i.e. pay the annexation fee or fund an endowment) to provide an ongoing funding source for the continued maintenance, enhancement, and/or retrofit of parks, open spaces, linear parks, and/or trails systems.

This condition must be fully satisfied prior to issuance of the 1st Certificate of Occupancy. This condition will be satisfied with the successful annexation/formation (i.e. special election process) into a special financing district and payment of all costs associated with the special election process. Annexation into a special financing district requires an annual payment of the annual special tax, assessment, or fee levied against the property tax bill, or other lawful means, of the parcels of the project for such district. At the time of the public hearing to consider annexation into or formation of the district, the qualified elector(s) will not protest the annexation or formation, but will retain the right to object to any eventual tax/assessment/fee that is not equitable should the financial burden of the tax/assessment/fee not be reasonably proportionate to the benefit the affected property receives from the improvements to be installed and/or maintained or services provided. The special election requires a minimum 90-day process in compliance with the provisions of Article 13C of the California Constitution, Proposition 218, or other applicable legislation, and consistent with the scheduling for City Council meetings.

Alternatively, the condition can be satisfied by the Developer funding an endowment in an amount sufficient to yield an annual revenue stream that meets the annual obligation, as calculated by Special Districts Admin staff. The Developer must

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contact Special Districts Administration at 951.413.3470 or at SDAdmin@moval.org to satisfy this condition.

144. Maintenance Services Funding. Prior to applying for the 1st Building Permit, the qualified elector (e.g. property owner) must initiate the process (i.e. pay the annexation fee or use the alternative identified at the time of the special financing district formation) to provide an ongoing funding source for the operation and maintenance of public improvements and/or services associated with impacts of the development. This condition will only be applicable provided said district is under development at the time this project applies for the 1st Building Permit.

This condition must be fully satisfied prior to issuance of the 1st Certificate of Occupancy. This condition will be satisfied with the successful annexation/formation (i.e. special election process) into a special financing district and payment of all costs associated with the special election process. Annexation into a special financing district requires an annual payment of the annual special tax, assessment, or fee levied against the property tax bill, or other lawful means, of the parcels of the project for such district. At the time of the public hearing to consider annexation into or formation of the district, the qualified elector(s) will not protest the annexation or formation, but will retain the right to object to any eventual tax/assessment/fee that is not equitable should the financial burden of the tax/assessment/fee not be reasonably proportionate to the benefit the affected property receives from the improvements to be installed and/or maintained or services provided. The special election requires a minimum 90-day process in compliance with the provisions of Article 13C of the California Constitution, Proposition 218, or other applicable legislation, and consistent with the scheduling for City Council meetings.

An alternative to satisfying this funding source will be identified at such time as a special financing district has been established. At the time of development, the developer must contact Special Districts Administration at 951.413.3470 or at SDAdmin@moval.org to determine if this condition is applicable.

145. Public Safety Funding. Prior to applying for the 1st Building Permit, the qualified elector (e.g. property owner) must initiate the process (i.e. pay the annexation fee or use the alternative identified at the time of the special financing district formation) to provide an ongoing funding source for Public Safety services, which may include but is not limited to Police, Fire Protection, Paramedic Services, Park Rangers, and Animal Control services. This condition will only be applicable provided said district is under development at the time this project applies for the 1st Building Permit.

This condition must be fully satisfied prior to issuance of the 1st Certificate of Occupancy. This condition will be satisfied with the successful annexation/formation (i.e. special election process) into a special financing district and payment of all costs associated with the special election process. Annexation into a special

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financing district requires an annual payment of the annual special tax, assessment, or fee levied against the property tax bill, or other lawful means, of the parcels of the project for such district. At the time of the public hearing to consider annexation into or formation of the district, the qualified elector(s) will not protest the annexation or formation, but will retain the right to object to any eventual tax/assessment/fee that is not equitable should the financial burden of the tax/assessment/fee not be reasonably proportionate to the benefit the affected property receives from the improvements to be installed and/or maintained or services provided. The special election requires a minimum 90-day process in compliance with the provisions of Article 13C of the California Constitution, Proposition 218, or other applicable legislation, and consistent with the scheduling for City Council meetings.

An alternative to satisfying this condition will be identified at such time as a special financing district has been established. At the time of development, the developer must contact Special Districts Administration at 951.413.3470 or at SAdmin@moval.org to determine if this condition is applicable.

146. Bioretention Basin Maintenance. The ongoing maintenance of any bioretention basin, or other like water quality BMP constructed in the public right of way, shall be the responsibility of a property owner association or the property owner.
147. Maintenance Period. The Developer, or the Developer's successors or assignees shall be responsible for all parkway, traffic circle, open space and/or median landscape maintenance and utility costs, etc. for a period no less than one (1) year commencing from the time all items of work have been completed to the satisfaction of Landscape Services staff as per the City of Moreno Valley Public Works Department Landscape Design Guidelines, or until such time as the City accepts maintenance responsibilities.
148. ECSD Street Light Acknowledgement. Prior to the 1st Certificate of Occupancy, the Developer must submit an acknowledgement from Edgemont Community Services District confirming it has accepted all street lights required to be installed by this project into its system for ongoing maintenance. Said acknowledgement must be emailed to SAdmin@moval.org. ECSD can be reached at 951.784.2411, P.O. Box 5436, Riverside, CA 92514.
149. Independent Utilities. Parkway, median, slope, traffic circle and/or open space landscape areas included within a special financing district are 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 that are not within the same CFD 2014-01 tax rate layers or funding program (e.g. NPDES) will not be permitted.

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150. Landscape Inspection Fees. Inspection fees for the monitoring of landscape installation associated with the City of Moreno Valley maintained landscaping are due prior to the required pre-construction meeting. (MC 3.32.040)
151. Landscape Guidelines. Plans for parkway, median, slope, traffic circle, 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 or from Landscape Services (951.413.3480 or SDLandscape@moval.org).
152. Maintenance Responsibility. The ongoing maintenance of any landscaping required to be installed behind the curb shall be the responsibility of the property owner.
153. Landscape Plan Check Fees. Plan check fees for review of parkway/median, open space, and/or traffic circle 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)
154. Parkway, open space, traffic circle, 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.
155. Mylars of the landscape and irrigation plans shall be submitted on hanging tab to Landscape Services.

Transportation Engineering Division

156. Conditions of approval may be modified or added if a phasing plan is submitted for this development.
157. All project driveways shall conform to City of Moreno Valley Standard Plans No. MVS1-112C-0 for Commercial Driveway Approaches. Access at the driveways shall be allowed as follows:
 - Old 215 Frontage Road driveways: right-turn in/out only. Access restriction shall be accomplished with the construction of a raised median on Old 215 Frontage Road.
158. All proposed on-site traffic signing and striping should be accordance with the latest California Manual on Uniform Traffic Control Devices (CAMUTCD).
159. Old 215 Frontage Road is designated as a 4-Lane Divided Arterial

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(110'RW/86'CC) per City Standard Plan No. MVS1-103A-0. Any improvements undertaken by this project shall be consistent with the City's standards for this facility. Additional improvements shall be required to transition from ultimate street width along the project frontage to existing edge of pavement north and south of the project site.

160. Edgemont Street is designated as a Modified Local (60'RW/36'CC) per City Standard Plan No. MVS1-107A-0. Any improvements undertaken by this project shall be consistent with the City's standards for this facility. Additional improvements shall be required to transition from ultimate street width along the project frontage to existing edge of pavement north and south of the project site.
161. 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 Traffic Engineer.
162. Prior to issuance of the first building permit, the Developer shall coordinate with the City of Riverside Public Works Department and purchase the necessary traffic signal appurtenance equipment for the improvement, as identified in the Cottonwood & Edgemont Warehouse Traffic Analysis, dated January 6, 2023 at the intersection of Old 215 Frontage Road and Eucalyptus Avenue.
163. Prior to final approval of any landscaping or monument sign plans, the project plans shall demonstrate that sight distance at the project driveways conforms to City Standard Plan No. MVS1-164A, B, C-0.
164. 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 within the project area.
165. Prior to issuance of a Building Final or Certificate of Occupancy, all approved street improvements shall be installed to the satisfaction of the City Engineer.
166. Prior to issuance of a Building Final or Certificate of Occupancy, all approved signing and striping shall be installed per current City Standards
167. Each gated entrance shall be provided with the following:
 - A storage lane with a minimum of 75 feet queuing length for entering traffic.
 - Signing and striping.
 - A separate pedestrian entry.

All of these features must be kept in working order.

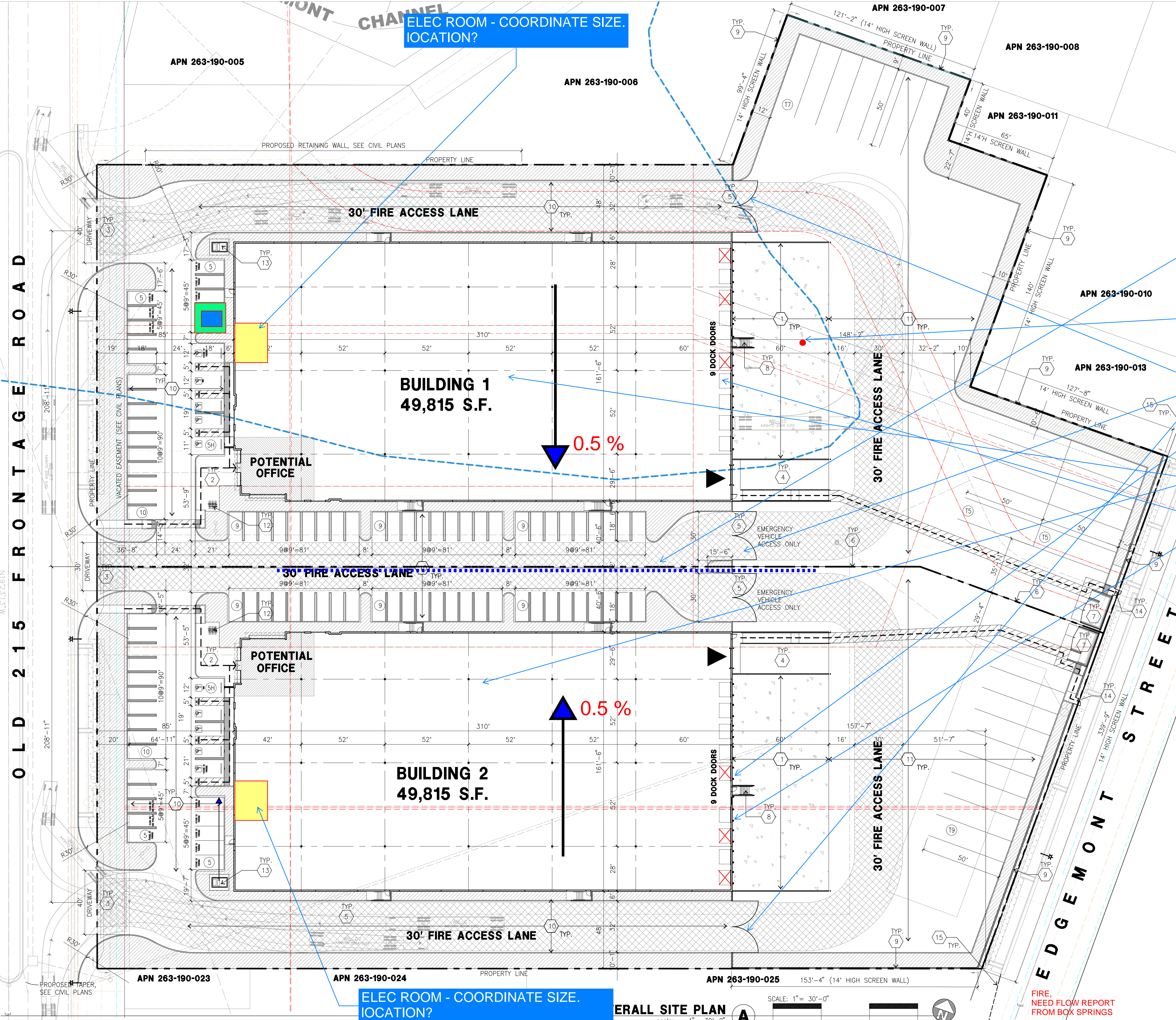
PARKS & COMMUNITY SERVICES DEPARTMENT

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168. This project is subject to current Development Impact Fees.



PROJECT REPRESENTATIVE

Architect :
 HPA, INC.
 18831 BARDEEN AVE, SUITE 100
 IRVINE, CA 92612
 PHONE: (949) 862-0851
 CONTACT: CELIO COSIO
 EMAIL: celio@hparchs.com

Owner/Applicant :
 COMPASS DANBE REAL ESTATE PARTNERS LLC
 ATTN: MARK ENGLISH
 523 MAIN STREET
 EL SEGUNDO, CA 90245
 PHONE: 310.428.3302
 EMAIL: mrk@cdrepartners.com

APPLICABLE CODE:

2019 CBC
 2019 CEC
 2019 CPC
 2019 CMC
 2019 CDBSC
 2019 CFC
 2019 CENC
 CITY OF MORENO VALLEY MUNICIPAL CODE

PROJECT INFORMATION

Project Address
 BASED ON AVAILABLE RECORDS, THERE IS ONLY ONE PARCEL (APN 263-190-016) THAT HAS AN EXISTING SITE ADDRESS: 13576 HIGHWAY 215, MORENO VALLEY, CA 92553

Property Owner:
 • NELSON CABRERA AS TO APN 263-190-012.
 • ARNULFO M. CARDENAS AND MARIA G. CARDENAS, TRUSTEES OF THE ARNULFO AND MARIA CARDENAS FAMILY TRUST DATED JULY 25, 2018 AS TO APN 263-190-016.
 • STEPHEN JOSEPH FESSLER, CHRISTIAN STEPHEN FESSLER AND MICHELLE MARIE FESSLER AS TO APN 263-190-019.
 • STEPHEN JOSEPH FESSLER AND CYNTHIA JEAN FESSLER, TRUSTEES OF THE STEPHEN J. & CYNTHIA J. FESSLER FAMILY TRUST DATED 5/31/2011 AS TO APN 263-190-014, 015, 017 AND 018.
 • YOK-TSENG HSU, JEFFREY SUNG, WINSTON Y.H. LIAO, SU-LIN SUNG, JONG-YEONG HSI, SHIU-CHING LU HSU, JONG-NAN HSU, HUEY-MEI HSU AS TO APN 263-190-036.

CODE ANALYSIS

2019 CALIFORNIA BUILDING CODE

BUILDING OCCUPANCY: S1/B
 CONSTRUCTION TYPE: III-B
 AUTOMATIC FIRE SPRINKLER: YES (ESFR PER NFPA 13)
 ALL DIMENSIONS ARE TO THE FACE OF CONCRETE CURB OR GRID LINE U.N.O.

GENERAL NOTES

1. FIRE TO COORDINATE THE LOCATION OF FIRE HYDRANTS
2. CHECK CITY REQ FOR POWERED GATES
3. MECH PIT LEVEL 35K LBS LOCATIONS
4. WAREHOUSE LIGHTING
5. CONDUITS
6. PROVIDE TWO FIRE HYDRANT ON THE SITE. FINAL LOCATION WILL DETERMINE IN DURING SUBMITTAL.
7. PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
8. CONSTRUCTION DOCUMENTS PERTAINING TO THE LANDSCAPE AND IRRIGATION OF THE ENTIRE PROJECT SITE SHALL BE SUBMITTED TO THE BUILDING DEPARTMENT AND APPROVED BY PUBLIC FACILITIES DEVELOPMENT PRIOR TO ISSUANCE OF BUILDING PERMITS.
9. PRIOR TO FINAL CITY INSPECTION, THE LANDSCAPE ARCHITECT SHALL SUBMIT A CERTIFICATE OF COMPLETION TO PUBLIC FACILITIES DEVELOPMENT.
10. ALL LANDSCAPE AND IRRIGATION DESIGNS SHALL MEET CURRENT CITY STANDARDS AS LISTED IN GUIDELINES OR AS OBTAINED FROM PUBLIC FACILITIES DEVELOPMENT.
11. LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB
12. APPROVED CONCEPTUAL LANDSCAPE PLAN PRIOR TO GRADING PERMIT

PROJECT DESCRIPTION

THE PROPOSED PROJECT INCLUDES TWO DEVELOPMENTS OF APPROXIMATELY 49,815 SQUARE FEET (BUILDING 1) AND 49,815 SQUARE FEET (BUILDING 2) OF NEW INDUSTRIAL CONCRETE TILT UP BUILDINGS - TYPE III-B ON VACANT LAND. THE PRELIMINARY SITE PLAN DISTRIBUTES THE TWO BUILDINGS NORTH TO SOUTH WHICH IS ORIENTED TO PROVIDE VISUAL INTEREST FROM THE ADJACENT RIGHT-OF-WAY WHILE ALSO SCREENING OR BACK-OF-HOUSE ACTIVITIES SUCH AS LOADING, TRUCK MANEUVERING, UTILITY EQUIPMENT AND REFUSE CONTAINERS. THE BUILDING FRONTS WILL ACCOMMODATE NEW LANDSCAPING. THE PROPOSED VEHICLE PARKING OF 104 STALLS, IS EFFICIENTLY DISPersed THROUGHOUT THE SITE TO ACCOMMODATE ANY POTENTIAL TENANTS THAT COULD OCCUPY THE BUILDING WHILE LOADING, REFUSE AND STORAGE AREAS ARE STRATEGICALLY CENTERED WITHIN THE SITE SCREENED FROM VIEW.

ACCESS TO THE SITE WILL BE PROVIDED BY OLD 215 FRONTAGE ROAD FOR BOTH TRUCK AND AUTO PER CITY STANDARDS.

1st submittal - separate submittal package for each. 09/21 2 weeks backgrounds coordination 09/13

PLUMBING
 (1) 6" lateral for each building.
 1.5" DW

K25 SPRINKLERS

Assessors Parcel Number

APN 263-190-012, 014, 015, 016, 017, 018, 019 and 036
 PARCEL/TRACT MAP NUMBER: 38325

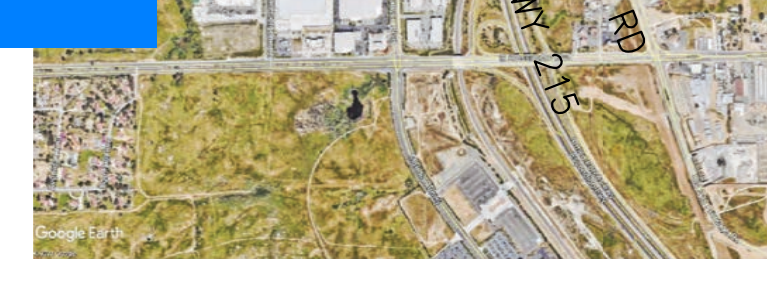
Zoning

BUSINESS PARK/LIGHT INDUSTRIAL
 PEN21-0325

City Record Number

PEN21-0325

VICINITY MAP



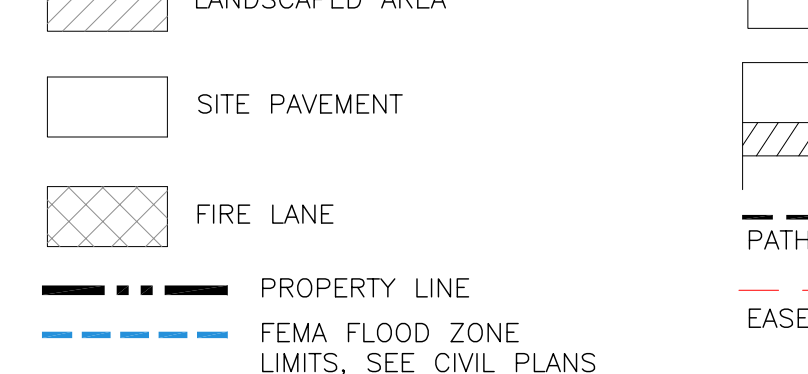
TABULATION

	BUILDING 1	BUILDING 2	TOTAL
SITE AREA			
EXISTING GROSS AREA			345,886 s.f.
PROPOSED GROSS AREA (including vacated easements)			7.94 ac
In s.f.	179,204	166,682	345,886 s.f.
In acres	4.11	3.83	7.94 ac
BUILDING AREA			
Office - 1st floor	4,000	4,000	8,000 s.f.
Warehouse	45,815	45,815	91,630 s.f.
TOTAL	49,815	49,815	99,630 s.f.
COVERAGE			
F.A.R.	0.28	0.30	0.29
AUTO PARKING REQUIRED			
Office: 1/250 s.f.	16	16	32 stalls
Whse: 1st 20K @ 1/1,000 s.f.	20	20	40 stalls
2nd 20K @ 1/2,000 s.f.	10	10	20 stalls
above 40K @ 1/4,000 s.f.	2	2	4 stalls
TOTAL	48	48	96 stalls
AUTO PARKING PROVIDED			
Standard (9' x 18')	38	38	76 stalls
Future EV Van Parking (12x18')	1	1	2 stalls
Clean Air/Van Pool/EV (9x18')	2	2	4 stalls
Future EV Parking (9x18')	7	7	14 stalls
Accessible Van (12x18')	1	1	2 stalls
Standard Accessible (9x18')	3	3	6 stalls
TOTAL	52	52	104 stalls
TRAILER PARKING PROVIDED			
Trailer (14' x 50')	17	9	26 stalls
ZONING ORDINANCE FOR CITY			
Zoning Designation - Business Park/Light Industrial			
MAXIMUM BUILDING HEIGHT ALLOWED			
Height - none			
MAXIMUM COVERAGE			
50%			
SETBACKS			
Front: 20 ft			
Side/Rear: 10 ft			
LANDSCAPE REQUIREMENT			
Percentage - 10%	17,920	16,668	34,588 s.f.
LANDSCAPE PROVIDED			
Percentage - %	13%	11%	12.2%
In s.f.	23,307	18,847	42,154 s.f.

SITE PLAN KEYNOTES

1. TRUCK DOCK APRON - CONCRETE PAVEMENT, SEE CIVIL PLANS
2. CONCRETE WALKWAY
3. DECORATIVE DRIVEWAY APRONS MIN. 20" DEPTH
4. DRIVE THRU CONCRETE RAMP.
5. PROVIDE 8" H METAL TUBULAR MANUALLY OPERATED GATES W/ KNOX-PAD LOCK PER FIRE DEPARTMENT STANDARDS.
6. 8" TUBE STEEL FENCE
7. TRASH ENCLOSURE
8. EXTERIOR CONC. STAIR.
9. 14" HIGH CONCRETE TILT-UP SCREEN WALL.
10. PROPOSED ASP. PAVEMENT. SEE CIVIL PLANS
11. PCC PAVEMENT, SEE CIVIL PLANS
12. BICYCLE RACK.
13. APPROXIMATE LOCATION OF TRANSFORMER
14. EMERGENCY EXIT GATES TO PUBLIC AREA
15. EDGE OF PAVEMENT TRANSITION, SEE CIVIL PLANS.

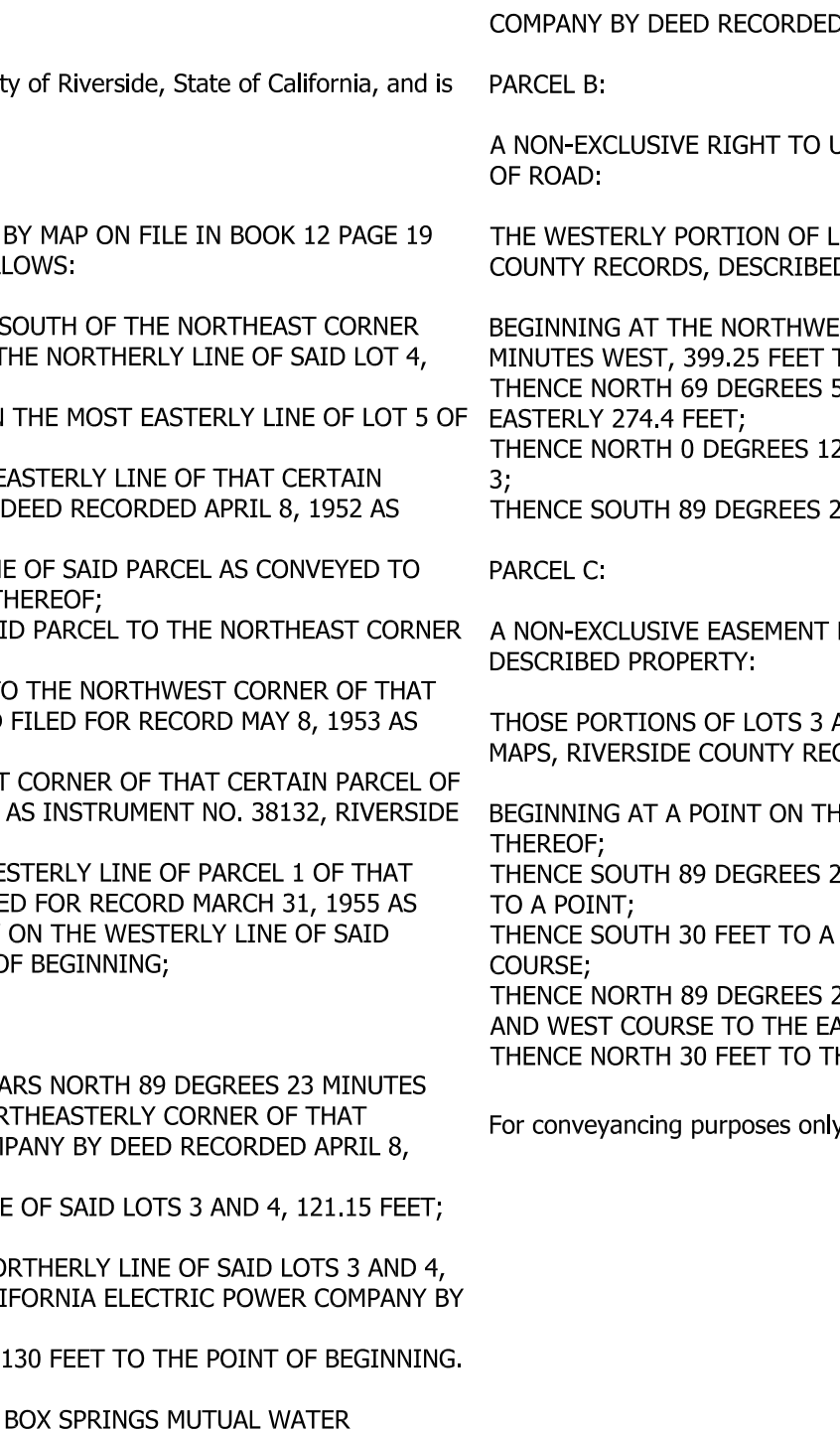
SITE LEGEND



LEGAL DESCRIPTION

File No.: NCS-1063280-5A1
 The Land referred to herein below is situated in the City of Moreno Valley, County of Riverside, State of California, and is described as follows:
 PARCEL A:
 THOSE PORTIONS OF LOTS 3 AND 4 OF EDGEMONT TRACT NO. 2, AS SHOWN BY MAP ON FILE IN BOOK 12 PAGE 19 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, DESCRIBED AS FOLLOWS:
 COMMENCING AT A POINT ON THE EASTERLY LINE OF SAID LOT 4, 310 FEET SOUTH OF THE NORTHEAST CORNER THEREOF; THENCE SOUTH 89 DEGREES 24 MINUTES EAST, 170 FEET TO THE NORTHERLY LINE OF SAID LOT 4, 130 FEET TO THE TRUE POINT OF BEGINNING;
 THENCE CONTINUING SOUTH 89 DEGREES 24 MINUTES WEST TO A POINT ON THE MOST EASTERLY LINE OF LOT 5 OF SAID SUBDIVISION;
 THENCE NORTH 20 DEGREES 07 MINUTES WEST TO A POINT ON THE SOUTHEASTERLY LINE OF THAT CERTAIN PARCEL OF LAND CONVEYED TO CALIFORNIA ELECTRIC POWER COMPANY BY DEED RECORDED APRIL 8, 1952 AS INSTRUMENT NO. 14945, RIVERSIDE COUNTY RECORDS;
 THENCE NORTH 69 DEGREES 53 MINUTES EAST ON THE SOUTHEASTERLY LINE OF SAID PARCEL AS CONVEYED TO CALIFORNIA ELECTRIC POWER COMPANY TO THE SOUTHEASTERN CORNER THEREOF;
 THENCE NORTH 0 DEGREES 12 MINUTES EAST ON THE EASTERLY LINE OF SAID PARCEL TO THE NORTHEAST CORNER THEREOF;
 THENCE EASTERLY ON THE NORTHERLY LINE OF LOTS 3 AND 4, 121.15 FEET TO THE NORTHWEST CORNER OF THAT CERTAIN PARCEL OF LAND CONVEYED TO GEORGE H. ETTER, ET UX, BY DEED FILED FOR RECORD MAY 8, 1953 AS INSTRUMENT NO. 22773, RIVERSIDE COUNTY RECORDS;
 THENCE SOUTH 89 DEGREES 24 MINUTES WEST TO THE SOUTHWEST CORNER OF THAT CERTAIN PARCEL OF LAND CONVEYED TO GEORGE H. ETTER, ET UX, BY DEED FILED FOR RECORD MAY 8, 1953 AS INSTRUMENT NO. 22773, RIVERSIDE COUNTY RECORDS, THENCE SOUTHERLY ON THE WESTERLY LINE OF SAID PARCEL 140 FEET TO THE SOUTHWEST CORNER THEREOF, THE TRUE POINT OF BEGINNING;
 EXCEPTING THEREFROM THAT PORTION DESCRIBED AS FOLLOWS:
 BEGINNING AT A POINT ON THE NORTHERLY LINE OF SAID LOT 3, WHICH BEARS NORTH 89 DEGREES 23 MINUTES EAST FROM THE NORTHWEST CORNER THEREOF, SAID POINT BEING THE NORTHEASTERN CORNER OF THAT CERTAIN PARCEL OF LAND CONVEYED TO CALIFORNIA ELECTRIC POWER COMPANY BY DEED RECORDED APRIL 8, 1952 AS INSTRUMENT NO. 14945;
 THENCE SOUTH 89 DEGREES 23 MINUTES EAST, ALONG THE NORTHERLY LINE OF SAID LOTS 3 AND 4, 121.15 FEET; THENCE SOUTH 9 DEGREES 12 MINUTES EAST, 130 FEET;
 THENCE SOUTH 89 DEGREES 23 MINUTES WEST AND PARALLEL WITH THE NORTHERLY LINE OF SAID LOTS 3 AND 4, 121.15 FEET TO THE EASTERLY LINE OF SAID PARCEL CONVEYED TO THE CALIFORNIA ELECTRIC POWER COMPANY BY THE HEREIN ABOVE DESCRIBED DEED;
 THENCE NORTH 0 DEGREES 12 MINUTES WEST ALONG SAID EASTERLY LINE, 130 FEET TO THE POINT OF BEGINNING.
 EXCEPTING THEREFROM ALL WATER AND WATER RIGHTS CONVEYED TO THE BOX SPRINGS MUTUAL WATER COMPANY BY DEED RECORDED IN BOOK 536 PAGE 470 OF DEEDS, RIVERSIDE COUNTY RECORDS;
 PARCEL B:
 A NON-EXCLUSIVE RIGHT TO USE THE EAST 15 FEET OF THE FOLLOWING DESCRIBED PROPERTY AS AN ACCESS STRIP OF ROAD:
 THE WESTERLY PORTION OF LOT 3 OF EDGEMONT NO. 2, A SUBDIVISION IN BOOK 12 PAGE 19 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, DESCRIBED AS FOLLOWS:
 BEGINNING AT THE NORTHWEST CORNER OF SAID LOT 3, AND RUNNING THENCE SOUTH 35 DEGREES 36 MINUTES WEST, 399.25 FEET TO THE MOST WESTERLY CORNER OF SAID LOT 3;
 THENCE NORTH 69 DEGREES 53 MINUTES EAST ALONG THE SOUTHERLY LINE OF SAID LOT 3 AND ITS EXTENSION EASTERLY 274.4 FEET;
 THENCE NORTH 0 DEGREES 12 MINUTES WEST 229.7, MORE OR LESS, TO A POINT ON THE NORTH LINE OF SAID LOT 3;
 THENCE SOUTH 89 DEGREES 23 MINUTES WEST 25 FEET TO THE POINT OF BEGINNING.
 PARCEL C:
 A NON-EXCLUSIVE EASEMENT FOR ROAD PURPOSES AND ALL PUBLIC UTILITY PURPOSES OVER THE FOLLOWING DESCRIBED PROPERTY:
 THOSE PORTIONS OF LOTS 3 AND 4 OF EDGEMONT TRACT NO. 2 AS SHOWN BY MAP ON FILE IN BOOK 12 PAGE 19 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, DESCRIBED AS FOLLOWS:
 BEGINNING AT A POINT ON THE EASTERLY LINE OF SAID LOT 4, 310 FEET SOUTH OF THE NORTHEAST CORNER THEREOF;
 THENCE SOUTH 89 DEGREES 24 MINUTES WEST PARALLEL WITH THE NORTHERLY LINE OF LOTS 3 AND 4, 210 FEET TO A POINT;
 THENCE SOUTH 30 FEET TO A POINT MEASURED AT RIGHT ANGLES FROM THE ABOVE DESCRIBED EAST AND WEST COURSE;
 THENCE NORTH 89 DEGREES 24 MINUTES EAST 30 FEET SOUTH OF AND PARALLEL TO THE ABOVE DESCRIBED EAST AND WEST COURSE TO THE EAST LINE OF SAID LOT 4;
 THENCE NORTH 30 FEET TO THE POINT OF BEGINNING.
 For conveyancing purposes only: APN 263-190-012

GENERAL SITE PLAN



LEGAL DESCRIPTION

File No.: NCS-1064645-A-5A1
 The Land referred to herein below is situated in the City of Moreno Valley, County of Riverside, State of California, and is described as follows:
 PARCEL 1:
 LOT 5 OF EDGEMONT NO. 2, AS SHOWN BY MAP ON FILE IN BOOK 12 PAGE(S) 19 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;
 EXCEPTING THEREFROM THE WESTERLY 72 FEET THEREOF CONVEYED TO THE STATE OF CALIFORNIA, BY DEED RECORDED MAY 23, 1942 IN BOOK 533 PAGE 238 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;
 EXCEPTING THEREFROM ALL WATER AND WATER RIGHTS CONVEYED TO THE BOX SPRINGS MUTUAL WATER COMPANY, BY DEED RECORDED IN BOOK 536 PAGE 470 OF DEEDS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.
 For conveyancing purposes only: APN 263-190-016
 PARCEL 2:
 THOSE PORTIONS OF LOTS 3 AND 4 OF EDGEMONT TRACT NO. 2, AS SHOWN BY MAP ON FILE IN BOOK 12 PAGE 19 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, DESCRIBED AS FOLLOWS:
 BEGINNING AT A POINT ON THE EASTERLY LINE OF SAID LOT 4, 310 FEET SOUTH OF THE NORTHEAST CORNER THEREOF;
 THENCE SOUTH 89° 24' WEST PARALLEL WITH THE NORTHERLY LINE OF SAID LOT 4, 130 FEET; THENCE CONTINUING SOUTH 89° 24' WEST TO A POINT ON THE MOST EASTERLY LINE OF LOT 5 OF SAID SUBDIVISION;
 THENCE SOUTH 20° 07' EAST ALONG THE EASTERLY LINES OF LOTS 5, 6 AND 7 OF SAID SUBDIVISION TO THE MOST SOUTHERLY CORNER OF SAID LOT 3; THENCE NORTH 69° 54' EAST ON THE SOUTHEASTERLY LINE OF SAID LOTS 4 AND 3 TO THE MOST SOUTHERLY CORNER OF THAT PARCEL OF LAND CONVEYED TO SUSANNA LEMPERGER ET UX RECORDED MARCH 21, 1955 IN BOOK 1710 PAGE 255 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;
 THENCE NORTH 0° 12' WEST AND PARALLEL WITH THE EAST LINE OF SAID LOT 4, 142.60 FEET; THENCE NORTH 89° 24' EAST AND PARALLEL WITH THE NORTHERLY LINE OF SAID LOT 4, 130 FEET; THENCE NORTHERLY ON THE WESTERLY LINE OF EDGEMONT STREET, 30 FEET TO THE POINT OF BEGINNING.
 For conveyancing purposes only: APN 263-190-014-2 (Affects Parcel 2); APN 263-190-014-2 (Affects Parcel 3) and APN 263-190-019 (Affects Parcel 4)

LEGAL DESCRIPTION

File No.: NCS-1064645-B-0NT1
 The Land referred to herein below is situated in the City of Moreno Valley, County of Riverside, State of California, and is described as follows:
 PARCEL 3:
 THAT PORTION OF LOT 4 OF EDGEMONT NO. 2, AS SHOWN BY MAP ON FILE IN BOOK 12 PAGE 19 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, DESCRIBED AS FOLLOWS:
 BEGINNING AT A POINT ON THE EASTERLY LINE OF SAID LOT, 340 FEET SOUTH OF THE NORTHEAST CORNER THEREOF; THENCE SOUTH 89° 24' WEST PARALLEL WITH THE NORTH LINE OF SAID LOT, 130 FEET; THENCE SOUTH 0° 12' EAST PARALLEL WITH THE EAST LINE OF SAID LOT, 142.60 FEET TO A POINT ON THE SOUTHEASTERLY LINE THEREOF; THENCE NORTH 69° 54' EAST, ALONG SAID SOUTHEASTERLY LINE, 138.27 FEET TO THE SOUTHEAST CORNER OF SAID LOT; THENCE NORTH ALONG THE EAST LINE OF SAID LOT, 96.45 FEET TO THE POINT OF BEGINNING;
 EXCEPTING THEREFROM ALL WATER AND WATER RIGHTS CONVEYED TO THE BOX SPRINGS MUTUAL WATER COMPANY BY DEED RECORDED IN BOOK 536 PAGE 470 OF DEEDS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.
 SAID PROPERTY IS ALSO SHOWN ON RECORDS OF SURVEY ON FILE IN BOOK 19 PAGE 4 OF RECORDS OF SURVEY, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.
 PARCEL 4:
 LOT 7 OF EDGEMONT NO. 2, IN THE CITY OF MORENO VALLEY, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 12 PAGE 19 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;
 EXCEPTING THEREFROM THE WESTERLY 72 FEET THEREOF FOR HIGHWAY PURPOSES CONDEEMED BY THE STATE OF CALIFORNIA BY ORDER OF THE SUPERIOR COURT OF THE STATE OF CALIFORNIA, IN AND FOR THE COUNTY OF RIVERSIDE, DATED DECEMBER 20, 1943, A COPY OF WHICH WAS RECORDED IN BOOK 610 PAGE 219 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.
 For conveyancing purposes only: APN 263-190-017-5 (Portion of Parcel 1); 263-190-018-6 (Portion of Parcel 1); APN 263-190-015-3 (Affects Parcel 2); APN 263-190-014-2 (Affects Parcel 3) and APN 263-190-019 (Affects Parcel 4)

LEGAL DESCRIPTION

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 EXCEPTING THEREFROM ALL WATER AND WATER RIGHTS CONVEYED TO THE BOX SPRINGS MUTUAL WATER COMPANY BY DEED RECORDED IN BOOK 536 PAGE 470 OF DEEDS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.
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HPA
architecture

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

OWNER:
 COMPASS DANBE REAL ESTATE PARTNERS, LLC
 523 MAIN STREET
 EL SEGUNDO, CA 90245
 PHONE: 310.428.3302

PROJECT:
 COTTONWOOD & EDGEMONT

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

TITLE: OVERALL SITE PLAN

Project Number: 21419
 Drawn by: CC
 Date: 12/06/21
 Revision:
 PLAN RESUBMITTAL 03/18/22

Sheet:
DAB-A1.1



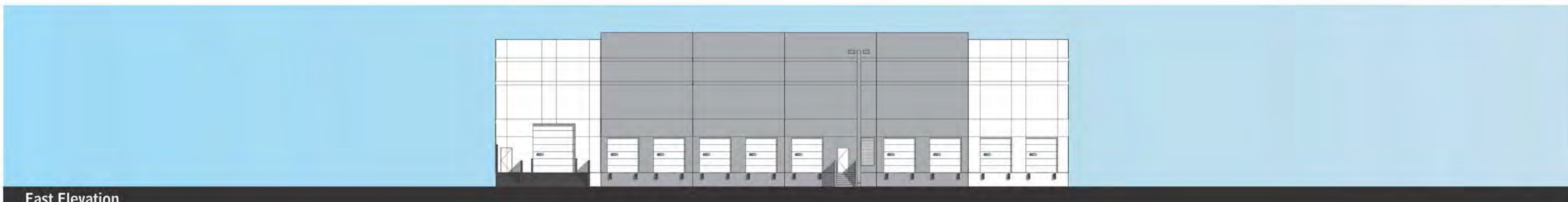
North Elevation



Old 215 Frontage Road - West Elevation



South Elevation



East Elevation

Attachment: Project Plans [Revision 1] (6149 : Master Plot Plan, a Plot Plan and a Tentative Parcel Map)

JOB NO. 21419.00



03.18.2022

BUILDING 1 CONCEPTUAL ELEVATIONS - 32' CLEAR

COTTONWOOD & EDGEMONT

MORENO VALLEY, CALIFORNIA





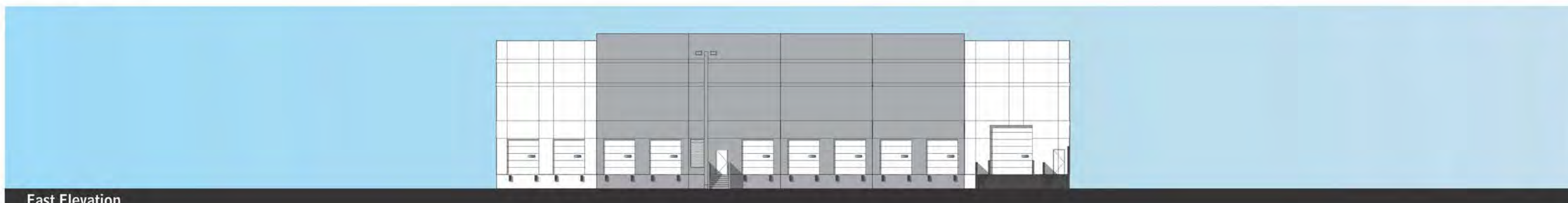
South Elevation



Old 215 Frontage Road - West Elevation



North Elevation



East Elevation

Attachment: Project Plans [Revision 1] (6149 : Master Plot Plan, a Plot Plan and a Tentative Parcel Map)

JOB NO. 21419.00



MARCH 1, 2022

BUILDING 2 CONCEPTUAL ELEVATIONS - 32' CLEAR

COTTONWOOD & EDGEMONT

MORENO VALLEY, CALIFORNIA



INTERSTATE INDUSTRIAL

Moreno Valley, California

Attachment: Project Plans [Revision 1] (6149 : Master Plot Plan, a Plot Plan and a Tentative Parcel Map)





Attachment: Project Plans [Revision 1] (6149 : Master Plot Plan, a Plot Plan and a Tentative Parcel Map)

Google Map Location

INTERSTATE INDUSTRIAL Moreno Valley, California



18831 BARDEEN AVE. - SITE, #100 IRVINE, CA 92612
 TEL: 949.863.1770 FAX: 949.863.0851 EMAIL: HPA@HPARCHS.COM

#21419
 11. 09. 2022.





Attachment: Project Plans [Revision 1] (6149 : Master Plot Plan, a Plot Plan and a Tentative Parcel Map)

Aerial View Site Location

INTERSTATE INDUSTRIAL Moreno Valley, California



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Attachment: Project Plans [Revision 1] (6149 : Master Plot Plan, a Plot Plan and a Tentative Parcel Map)

Southwest Corner@ Old 215 Frontage Road

INTERSTATE INDUSTRIAL Moreno Valley, California



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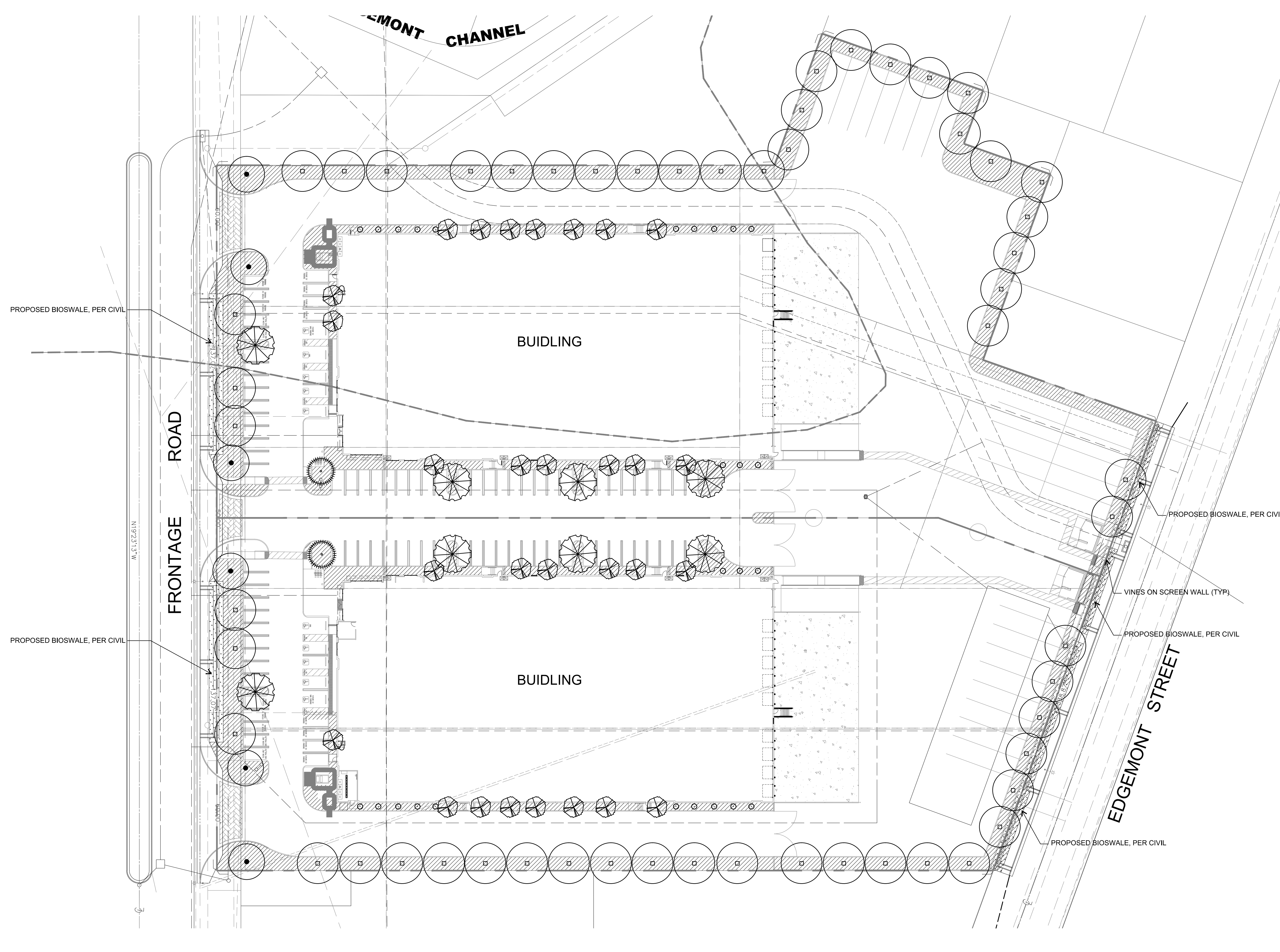
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Northwest Corner@ Old 215 Frontage Road

INTERSTATE INDUSTRIAL Moreno Valley, California

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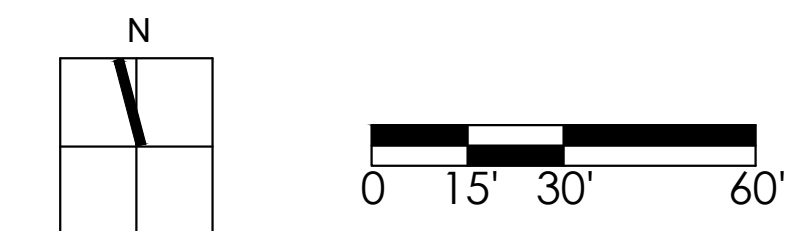
PLANTING LEGEND

TREES					
SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
●	<i>Cercidium</i> 'Desert Museum' Blue Palo Verde	48" Box	6	L	Multi
⊙	<i>Chilopsis linearis</i> Desert Willow	36" Box	2	L	Multi
⊙	<i>Chitalpa tashkentensis</i> Chitalpa	24" Box	8	L	Standard
⊙	<i>Cupressus sempervirens</i> Italian Cypress	24" Box	26	M	Standard
⊙	<i>Rhus lancea</i> African Sumac	24" Box	55	L	Standard
⊙	<i>Tristania conferta</i> Brisbane Box	15 Gal	29	M	Standard

SHRUBS					
SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	SPACING
▨	<i>Agave</i> 'Blue Glow' Blue Glow Agave	5 Gal	26	L	
▨	<i>Cassia phyllodenia</i> Silverleaf Cassia	5 Gal	36	L	4' OC 2.5' from hardscape
▨	<i>Dasylerion wheeleri</i> Desert Spoon	5 Gal	83	L	
▨	<i>Eremphilia g.</i> 'Mingenev Gold' Emu Bush	5 Gal	65	M	5' OC 3' from hardscape
▨	<i>Juncus patens</i> Rush	1 Gal	508	M	3' OC 2' from hardscape
▨	<i>Ligustrum j.</i> Texanum Texas Privet	5 Gal	84	M	3' OC 2' from hardscape
▨	<i>Leucophyllum frutescens</i> Texas Ranger	5 Gal	39	M	4' OC 2.5' from hardscape
▨	<i>Muhlenbergia rigens</i> Deer Grass	5 Gal	25	M	4' OC 2.5' from hardscape
▨	<i>Rosmarinus o.</i> 'Tuscan Blue' Rosemary	5 Gal	73	L	3' OC 2' from hardscape
▨	<i>Salvia c.</i> 'Allen Chickering' Allen Chickering Sage	5 Gal	22	L	4' OC 2.5' from hardscape
▨	<i>Salvia greggii</i> Autumn Sage	5 Gal	95	L	3' OC 2' from hardscape
▨	<i>Westringia fruticosa</i> Coast Rosemary	5 Gal	312	L	5' OC 3' from hardscape

GROUND COVER					
SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS	REMARKS
▨	<i>Myoporum parvifolium</i> Myoporum	1 Gal	36" O.C.	L	
▨	<i>Rosmarinus o.</i> 'Huntington Carpet' Prostrate Rosemary	1 Gal	48" O.C.	L	
▨	<i>Trachelospermum jasminoides</i> Star Jasmine	1 Gal	24" O.C.	M	

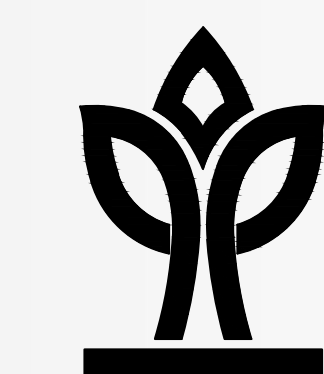
NOTES:
1. MULCH SHALL BE INSTALLED AND MAINTAINED AT A MINIMUM DEPTH OF 3" ON ALL PLANTED AREAS EXCEPT WHERE GROUND COVER PLANTS ARE FULLY ESTABLISHED.



Cottonwood and Edgemont

21-174
12.10.21 03.18.22
12.16.21 09.30.22
01.07.22 12.1.22

Moreno Valley, California



HUNTER LANDSCAPE

711 FEE ANA STREET PLACENTIA, CA 92870
714.986.2400 FAX 714.986.2408



Main Entry Corner



Secondary Panel Feature



Third Panel Feature

- 1**
- 
- 2**
- 
- 3**
- 
- 4**
- 
- 5**
- 
- 6**
- 
- 7**
- 
- 8**
- 
- 9**
- 

Sherwin Williams
SW 7005
Pure White

Sherwin Williams
SW 7071
Gray Screen

Sherwin Williams
SW 7072
Online

Sherwin Williams
SW 7073
Network Gray

SandWash Concrete finish
painted in Sherwin Williams
SW 7067 Cityscape

Sherwin Williams
SW 7075
Web Gray

Aluminum
Black Anodized
MULLIONS Blue Reflective
GLAZING

Sherwin Williams
Pro-Industrial, Waterbased
B53-1150 Semi-Gloss
SW 7069 Iron Ore
@ I-beam Metal Canopy

Arizona Tile
Porta Nuova Rovere

Building Features

INTERSTATE INDUSTRIAL Moreno Valley, California



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Attachment: Project Plans [Revision 1] (6149 : Master Plot Plan, a Plot Plan and a Tentative Parcel Map)



South Elevation



Old 215 Frontage Road - West Elevation



North Elevation



East Elevation

Attachment: Project Plans [Revision 1] (6149 : Master Plot Plan, a Plot Plan and a Tentative Parcel Map)

Building 2 Conceptual Elevations - 32' Clear

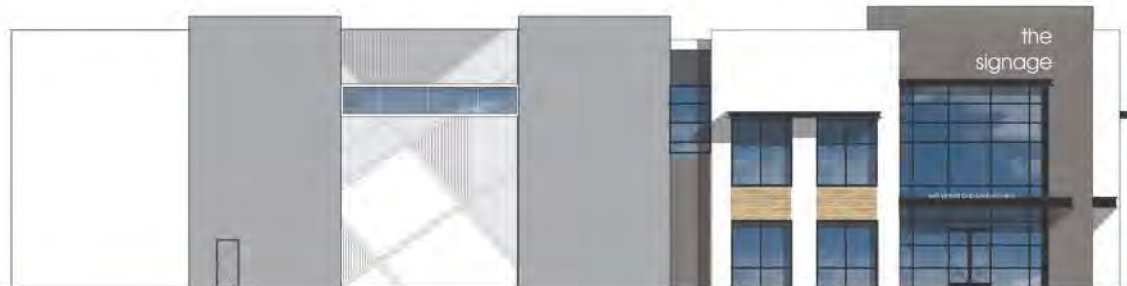
INTERSTATE INDUSTRIAL Moreno Valley, California



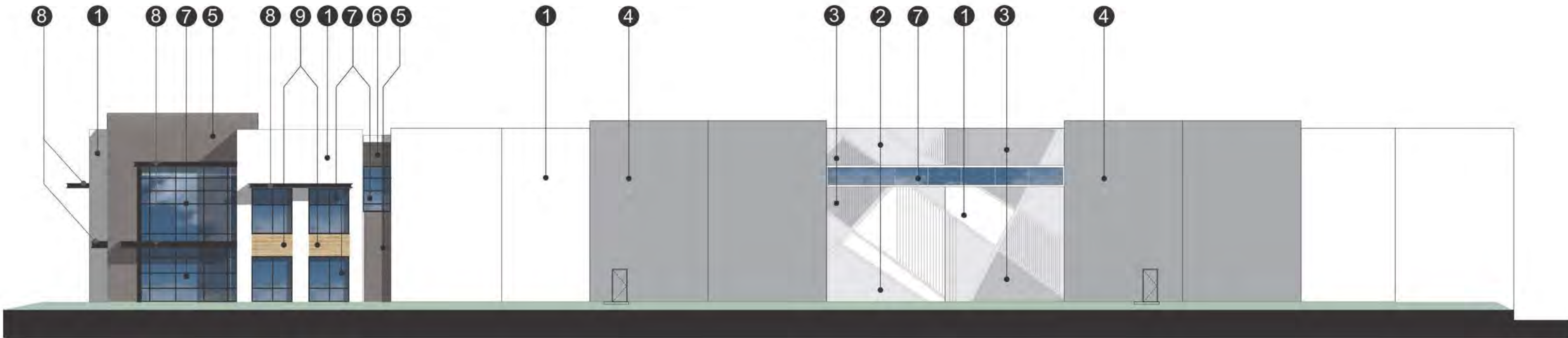
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Old 215 Frontage Road - West Elevation



- 1 Sherwin Williams SW 7005 Pure White
- 2 Sherwin Williams SW 7071 Gray Screen
- 3 Sherwin Williams SW 7072 Online
- 4 Sherwin Williams SW 7073 Network Gray
- 5 SandWash Concrete finish painted in Sherwin Williams SW 7067 Cityscape
- 6 Sherwin Williams SW 7075 Web Gray
- 7 Aluminum Black Anodized MULLIONS Blue Reflective GLAZING
- 8 Sherwin Williams Pro-Industrial, Waterbased B53-1150 Semi-Gloss SW 7069 Iron Ore @ I-beam Metal Canopy
- 9 Arizona Tile Porta Nuova Rovere

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LEGAL DESCRIPTION

PARCEL 1: LOT 6 OF EDEGMONT TRACT NO. 2, AS SHOWN BY MAP ON FILE IN BOOK 12 PAGE 19 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA; EXCEPTING THEREFROM THE WESTERLY 72 FEET CONVEYED TO THE STATE OF CALIFORNIA BY DEED RECORDED APRIL 11, 1942 IN BOOK 541 PAGE 79 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

PARCEL 2: THOSE PORTIONS OF LOTS 3 AND 4 OF EDEGMONT TRACT NO. 2, AS SHOWN BY MAP ON FILE IN BOOK 12 PAGE 19 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, DESCRIBED AS FOLLOWS: BEGINNING AT A POINT ON THE EASTERLY LINE OF SAID LOT 4, 310 FEET SOUTH OF THE NORTHEAST CORNER THEREOF; THENCE SOUTH 89° 24' WEST PARALLEL WITH THE NORTHERLY LINE OF SAID LOT 4, 130 FEET; THENCE CONTINUING SOUTH 89° 24' WEST TO A POINT ON THE SOUTHEASTERN LINE OF SAID LOT 4, 130 FEET; THENCE SOUTH 20° 07' EAST ALONG THE EASTERLY LINES OF LOTS 5, 6 AND 7 OF SAID SUBDIVISION TO THE MOST SOUTHERLY CORNER OF SAID LOT 3; THENCE NORTH 69° 54' EAST ON THE SOUTHEASTERN LINE OF SAID LOTS 4 AND 3 TO THE MOST SOUTHERLY CORNER OF THAT PARCEL OF LAND CONVEYED TO SUSANNA LEMPERGER ET UX RECORDED MARCH 21, 1955 IN BOOK 1710 PAGE 255 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA; THENCE NORTH OF 12' WEST AND PARALLEL WITH THE EAST LINE OF SAID LOT 4, 142.60 FEET; THENCE NORTH 89° 24' EAST AND PARALLEL WITH THE NORTHERLY LINE OF SAID LOT 4, 130 FEET; THENCE NORTHERLY ON THE WESTERLY LINE OF EDEGMONT STREET, 30 FEET TO THE POINT OF BEGINNING.

PARCEL 3: THAT PORTION OF LOT 4 OF EDEGMONT NO. 2, AS SHOWN BY MAP ON FILE IN BOOK 12 PAGE 19 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, DESCRIBED AS FOLLOWS: BEGINNING AT A POINT ON THE EASTERLY LINE OF SAID LOT, 340 FEET SOUTH OF THE NORTHEAST CORNER THEREOF; THENCE 89° 24' WEST PARALLEL WITH THE NORTH LINE OF SAID LOT, 130 FEET; THENCE SOUTH 0° 12' EAST PARALLEL WITH THE EAST LINE OF SAID LOT, 142.60 FEET TO A POINT ON THE SOUTHEASTERN LINE THEREOF; THENCE NORTH 69° 54' EAST, ALONG SAID SOUTHEASTERN LINE, 138.27 FEET TO THE SOUTHEAST CORNER OF SAID LOT; THENCE NORTH ALONG THE EAST LINE OF SAID LOT, 96.95 FEET TO THE POINT OF BEGINNING; THEREAFTER ALL WATER AND WATER RIGHTS CONVEYED TO THE BOX SPRINGS MUTUAL WATER COMPANY BY DEED RECORDED IN BOOK 536 PAGE 470 OF DEEDS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, SAID PROPERTY IS ALSO SHOWN ON RECORDS OF SURVEY IN BOOK 19 PAGE 4 OF RECORDS OF SURVEY, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

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LOTS 8 AND 9 OF EDEGMONT TRACT NO. 2, AS SHOWN BY MAP ON FILE IN BOOK 12, PAGE 19 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

EXCEPTING THEREFROM THE WESTERLY 72.00 FEET CONVEYED TO THE STATE OF CALIFORNIA MAY 12, 1942 IN BOOK 539, PAGE 541, AND APRIL 3, 1942 AS INSTRUMENT NO. 205, BOTH OF OFFICIAL RECORDS.

LOT 5 OF EDEGMONT NO. 2, AS SHOWN BY MAP ON FILE IN BOOK 12 PAGE(S) 19 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA; EXCEPTING THEREFROM THE WESTERLY 72 FEET THEREOF CONVEYED TO THE STATE OF CALIFORNIA, BY DEED RECORDED MAY 23, 1942 IN BOOK 533 PAGE 238 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;

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UTILITY NOTIFICATION

FRONTIER COMMUNICATIONS 9 S. 4TH STREET RECLANDS, CA 92573 PHONE: (909) 748-6676

CHARTER COMMUNICATIONS 7337 CENTRAL AVENUE RIVERSIDE, CA 92504 PHONE: (951) 406-1666

ELECTRIC MORENO VALLEY UTILITY 14331 FREDERICK STREET, STE. 2 MORENO VALLEY, CA 92553 PHONE: (951) 413-3500

SOUTHERN CALIFORNIA GAS COMPANY 1981 WEST LUGONIA AVENUE RECLANDS, CA 92573 PHONE: (909) 335-7550

SOUTHERN CALIFORNIA EDISON 25100 MENIFEE ROAD ROMOLAND, CA 92585 PHONE: (951) 928-8334

EDEGMONT COMMUNITY SERVICES DISTRICT 5055 CANYON CREST DR. RIVERSIDE, CA 92507 PHONE: (951) 784-2632

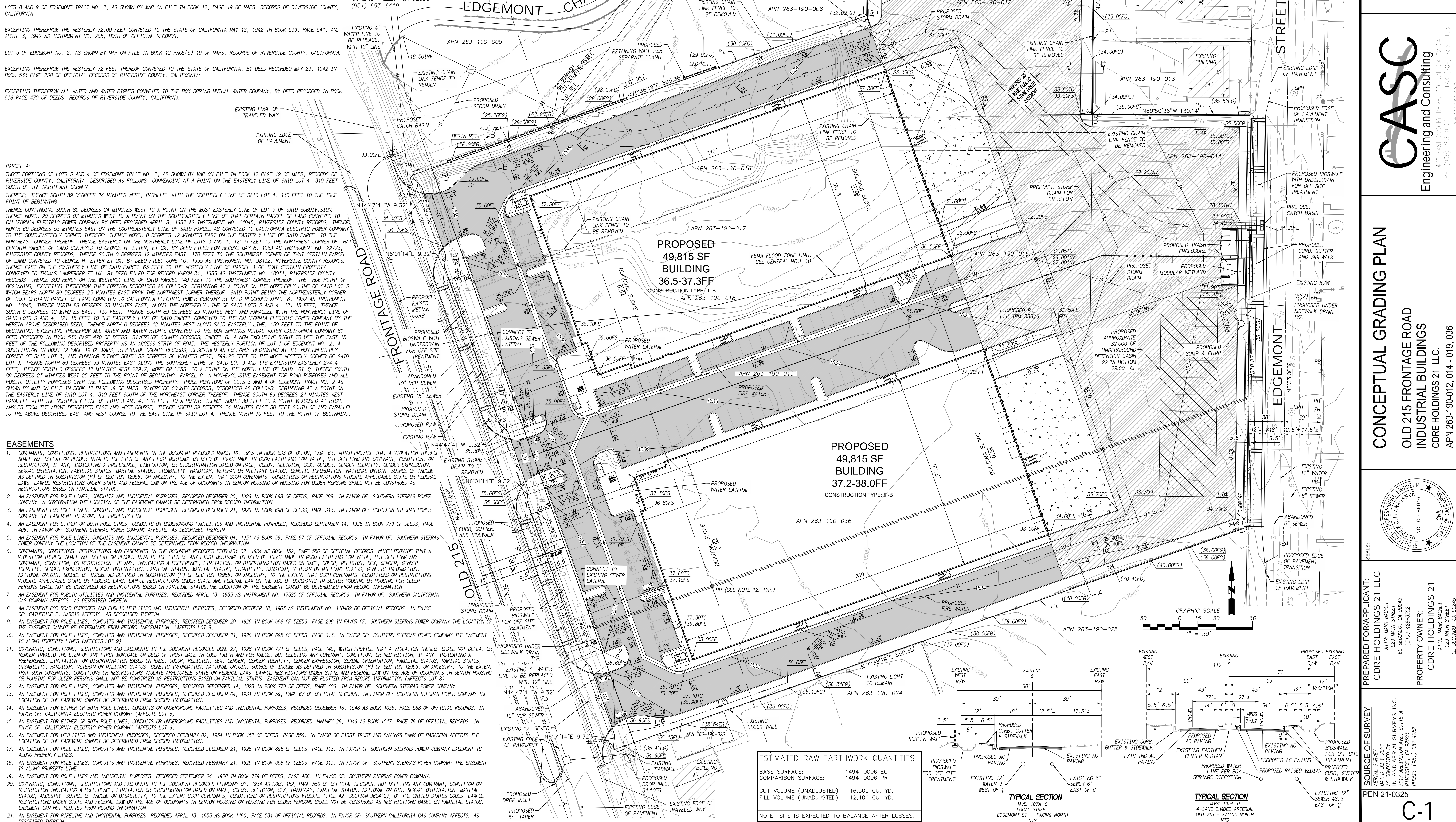
BOX SPRINGS MUTUAL WATER COMPANY 21740 CRACAEA AVE. MORENO VALLEY, CA 92533 (951) 653-6419

LEGEND

- 1:330 PROPOSED CONTOUR
1:300 EXISTING CONTOUR
2:30X PROPOSED GRADE
HP HIGH POINT
FH FIRE HYDRANT
R/W RIGHT OF WAY
P.L. PROPERTY LINE
PF POWER POLE
UB UTILITY PULL BOX/AULT
SMH SEWER MANHOLE
GB GRADE BREAK
TC TOP OF CURB
TG TOP OF GRATE
VC VALVE COVER
FS FINISH SURFACE
FL FLOWLINE
XX.XX EXISTING ELEVATION
XX.XX EXISTING ELEVATION
PROPOSED STREET LIGHT
PROPOSED PERIMETER FENCE
PROPOSED TRUCK DOCK
PROPOSED AC PAVING
PROPOSED PCC PAVING
PROPOSED BIOSWALE

GENERAL NOTES

- 1. ASSESSOR'S PARCEL NUMBER: 263-190-012, 014-019, 036
2. EXISTING GROSS AREA: 345,886 SF = 7.94 AC
3. EXISTING NET USABLE AREA: 299,713 SF = 6.88 AC
4. PROPOSED NET USABLE AREA: 307,433 SF = 7.06 AC
5. PROPOSED STREET VACATION AREA: 7,220 SF = 0.18 AC
6. EXISTING ZONE DESIGNATION: INDUSTRIAL/BUSINESS PARK
7. PROPOSED ZONE DESIGNATION: INDUSTRIAL/BUSINESS PARK
8. EXISTING LAND USE: VACANT
9. PROPOSED LAND USE: WAREHOUSE / OFFICE
10. PROJECT SITE IS LOCATED WITHIN ZONE "I" SHAPED - AREAS OF 0.28 ANNUAL CHANCE FLOOD AREAS OF 18 ANNUAL CHANCE FLOOD WITH SQUARE FEET OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE, AND AREAS PROTECTED BY LEVEES FROM 18 ANNUAL CHANCE FLOOD AS PER FLOOD INSURANCE RATE MAP COMMUNITY PANEL NUMBER 06060307495, DATED AUGUST 28, 2008
11. CONTIGUOUS OWNERSHIP
12. ALL EXISTING UTILITY POLES ON SITE WILL BE REMOVED/UNDERGROUNDED
13. EXISTING UTILITIES IN CONFLICT WILL BE RELOCATED
14. TYP 38325



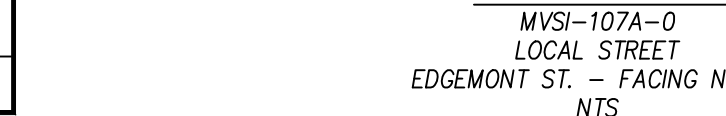
EASEMENTS

- 1. COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS IN THE DOCUMENT RECORDED MARCH 16, 1925 IN BOOK 633 OF DEEDS, PAGE 63, WHICH PROVIDE THAT A VIOLATION THEREOF SHALL NOT DEFEAT OR RENDER INVALID THE LIEN OF ANY FIRST MORTGAGE OR DEED OF TRUST MADE IN GOOD FAITH AND FOR VALUE, BUT DELETING ANY COVENANT, CONDITION, OR RESTRICTION, IF ANY, INDICATING A PREFERENCE, LIMITATION, OR DISCRIMINATION BASED ON RACE, COLOR, RELIGION, SEX, GENDER, GENETIC INFORMATION, MARITAL STATUS, SEXUAL ORIENTATION, NATIONAL ORIGIN, SOURCE OF INCOME AS DEFINED IN SUBDIVISION (P) OF SECTION 12955, OR ANCESTRY, TO THE EXTENT THAT SUCH COVENANTS, CONDITIONS OR RESTRICTIONS VIOLATE APPLICABLE STATE OR FEDERAL LAWS. LAWFUL RESTRICTIONS UNDER STATE AND FEDERAL LAW ON THE AGE OF OCCUPANTS IN SENIOR HOUSING OR HOUSING FOR OLDER PERSONS SHALL NOT BE CONSTRUED AS RESTRICTIONS BASED ON FAMILIAL STATUS.
2. AN EASEMENT FOR POLE LINES, CONDUITS AND INCIDENTAL PURPOSES, RECORDED DECEMBER 20, 1926 IN BOOK 698 OF DEEDS, PAGE 298. IN FAVOR OF: SOUTHERN SIERRAS POWER COMPANY, A CORPORATION THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
3. AN EASEMENT FOR POLE LINES, CONDUITS AND INCIDENTAL PURPOSES, RECORDED DECEMBER 21, 1926 IN BOOK 698 OF DEEDS, PAGE 313. IN FAVOR OF: SOUTHERN SIERRAS POWER COMPANY THE EASEMENT IS ALONG THE PROPERTY LINE.
4. AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS OR UNDERGROUND FACILITIES AND INCIDENTAL PURPOSES, RECORDED SEPTEMBER 14, 1928 IN BOOK 779 OF DEEDS, PAGE 406. IN FAVOR OF: SOUTHERN SIERRAS POWER COMPANY AFFECTS LOT 9.
5. AN EASEMENT FOR POLE LINES, CONDUITS AND INCIDENTAL PURPOSES, RECORDED DECEMBER 04, 1931 AS BOOK 59, PAGE 67 OF OFFICIAL RECORDS. IN FAVOR OF: SOUTHERN SIERRAS POWER COMPANY THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
6. COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS IN THE DOCUMENT RECORDED FEBRUARY 02, 1934 AS BOOK 152, PAGE 556 OF OFFICIAL RECORDS, WHICH PROVIDE THAT A VIOLATION THEREOF SHALL NOT DEFEAT OR RENDER INVALID THE LIEN OF ANY FIRST MORTGAGE OR DEED OF TRUST MADE IN GOOD FAITH AND FOR VALUE, BUT DELETING ANY COVENANT, CONDITION, OR RESTRICTION, IF ANY, INDICATING A PREFERENCE, LIMITATION, OR DISCRIMINATION BASED ON RACE, COLOR, RELIGION, SEX, GENDER, GENETIC INFORMATION, MARITAL STATUS, SEXUAL ORIENTATION, NATIONAL ORIGIN, SOURCE OF INCOME AS DEFINED IN SUBDIVISION (P) OF SECTION 12955, OR ANCESTRY, TO THE EXTENT THAT SUCH COVENANTS, CONDITIONS OR RESTRICTIONS VIOLATE APPLICABLE STATE OR FEDERAL LAWS. LAWFUL RESTRICTIONS UNDER STATE AND FEDERAL LAW ON THE AGE OF OCCUPANTS IN SENIOR HOUSING OR HOUSING FOR OLDER PERSONS SHALL NOT BE CONSTRUED AS RESTRICTIONS BASED ON FAMILIAL STATUS. EASEMENT CAN NOT BE PLOTTED FROM RECORD INFORMATION (AFFECTS LOT 8)
7. AN EASEMENT FOR POLE LINES, CONDUITS AND INCIDENTAL PURPOSES, RECORDED SEPTEMBER 14, 1928 IN BOOK 779 OF DEEDS, PAGE 406. IN FAVOR OF: SOUTHERN SIERRAS POWER COMPANY THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
8. AN EASEMENT FOR ROAD PURPOSES AND PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED OCTOBER 18, 1963 AS INSTRUMENT NO. 110469 OF OFFICIAL RECORDS. IN FAVOR OF: CATHERINE E. HARRIS AFFECTS AS DESCRIBED THEREIN.
9. AN EASEMENT FOR POLE LINES, CONDUITS AND INCIDENTAL PURPOSES, RECORDED DECEMBER 20, 1926 IN BOOK 698 OF DEEDS, PAGE 298 IN FAVOR OF: SOUTHERN SIERRAS POWER COMPANY THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION. (AFFECTS LOT 9)
10. AN EASEMENT FOR POLE LINES, CONDUITS AND INCIDENTAL PURPOSES, RECORDED DECEMBER 21, 1926 IN BOOK 698 OF DEEDS, PAGE 313. IN FAVOR OF: SOUTHERN SIERRAS POWER COMPANY THE EASEMENT IS ALONG PROPERTY LINES (AFFECTS LOT 9)
11. COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS IN THE DOCUMENT RECORDED JUNE 27, 1928 IN BOOK 771 OF DEEDS, PAGE 149, WHICH PROVIDE THAT A VIOLATION THEREOF SHALL NOT DEFEAT OR RENDER INVALID THE LIEN OF ANY FIRST MORTGAGE OR DEED OF TRUST MADE IN GOOD FAITH AND FOR VALUE, BUT DELETING ANY COVENANT, CONDITION, OR RESTRICTION, IF ANY, INDICATING A PREFERENCE, LIMITATION, OR DISCRIMINATION BASED ON RACE, COLOR, RELIGION, SEX, GENDER, GENETIC INFORMATION, MARITAL STATUS, SEXUAL ORIENTATION, NATIONAL ORIGIN, SOURCE OF INCOME AS DEFINED IN SUBDIVISION (P) OF SECTION 12955, OR ANCESTRY, TO THE EXTENT THAT SUCH COVENANTS, CONDITIONS OR RESTRICTIONS VIOLATE APPLICABLE STATE OR FEDERAL LAWS. LAWFUL RESTRICTIONS UNDER STATE AND FEDERAL LAW ON THE AGE OF OCCUPANTS IN SENIOR HOUSING OR HOUSING FOR OLDER PERSONS SHALL NOT BE CONSTRUED AS RESTRICTIONS BASED ON FAMILIAL STATUS. EASEMENT CAN NOT BE PLOTTED FROM RECORD INFORMATION (AFFECTS LOT 8)
12. AN EASEMENT FOR POLE LINES, CONDUITS AND INCIDENTAL PURPOSES, RECORDED SEPTEMBER 14, 1928 IN BOOK 779 OF DEEDS, PAGE 406. IN FAVOR OF: SOUTHERN SIERRAS POWER COMPANY THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
13. AN EASEMENT FOR POLE LINES, CONDUITS AND INCIDENTAL PURPOSES, RECORDED DECEMBER 04, 1931 AS BOOK 59, PAGE 67 OF OFFICIAL RECORDS. IN FAVOR OF: SOUTHERN SIERRAS POWER COMPANY THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
14. AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS OR UNDERGROUND FACILITIES AND INCIDENTAL PURPOSES, RECORDED DECEMBER 18, 1948 AS BOOK 1035, PAGE 588 OF OFFICIAL RECORDS. IN FAVOR OF: CALIFORNIA ELECTRIC POWER COMPANY (AFFECTS LOT 8)
15. AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS OR UNDERGROUND FACILITIES AND INCIDENTAL PURPOSES, RECORDED JANUARY 26, 1949 AS BOOK 1047, PAGE 76 OF OFFICIAL RECORDS. IN FAVOR OF: CALIFORNIA ELECTRIC POWER COMPANY (AFFECTS LOT 9)
16. AN EASEMENT FOR UTILITIES AND INCIDENTAL PURPOSES, RECORDED FEBRUARY 02, 1934 IN BOOK 152 OF DEEDS, PAGE 556. IN FAVOR OF FIRST TRUST AND SAVINGS BANK OF PASADENA AFFECTS THE LOCATION OF THE EASEMENT CANNOT BE DETERMINED FROM RECORD INFORMATION.
17. AN EASEMENT FOR POLE LINES, CONDUITS AND INCIDENTAL PURPOSES, RECORDED DECEMBER 21, 1926 IN BOOK 698 OF DEEDS, PAGE 313. IN FAVOR OF SOUTHERN SIERRAS POWER COMPANY EASEMENT IS ALONG PROPERTY LINES.
18. AN EASEMENT FOR POLE LINES, CONDUITS AND INCIDENTAL PURPOSES, RECORDED FEBRUARY 21, 1926 IN BOOK 698 OF DEEDS, PAGE 313. IN FAVOR OF: SOUTHERN SIERRAS POWER COMPANY THE EASEMENT IS ALONG PROPERTY LINE.
19. AN EASEMENT FOR POLE LINES AND INCIDENTAL PURPOSES, RECORDED SEPTEMBER 24, 1928 IN BOOK 779 OF DEEDS, PAGE 406. IN FAVOR OF: SOUTHERN SIERRAS POWER COMPANY.
20. COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS IN THE DOCUMENT RECORDED FEBRUARY 02, 1934 AS BOOK 152, PAGE 556 OF OFFICIAL RECORDS, BUT DELETING ANY COVENANT, CONDITION OR RESTRICTION INDICATING A PREFERENCE, LIMITATION OR DISCRIMINATION BASED ON RACE, COLOR, RELIGION, SEX, HANDICAP, FAMILIAL STATUS, NATIONAL ORIGIN, SEXUAL ORIENTATION, MARITAL STATUS, ANCESTRY, SOURCE OF INCOME OR DISABILITY, TO THE EXTENT SUCH COVENANTS, CONDITIONS OR RESTRICTIONS VIOLATE TITLE 42, SECTION 3804(C), OF THE UNITED STATES CODES. LAWFUL RESTRICTIONS UNDER STATE AND FEDERAL LAW ON THE AGE OF OCCUPANTS IN SENIOR HOUSING OR HOUSING FOR OLDER PERSONS SHALL NOT BE CONSTRUED AS RESTRICTIONS BASED ON FAMILIAL STATUS. EASEMENT CAN NOT BE PLOTTED FROM RECORD INFORMATION.
21. AN EASEMENT FOR PIPELINE AND INCIDENTAL PURPOSES, RECORDED APRIL 13, 1953 AS BOOK 1460, PAGE 531 OF OFFICIAL RECORDS. IN FAVOR OF: SOUTHERN CALIFORNIA GAS COMPANY AFFECTS AS DESCRIBED THEREIN

ESTIMATED RAW EARTHWORK QUANTITIES

Table with 2 columns: Description and Quantity. Includes BASE SURFACE, COMPARISON SURFACE, CUT VOLUME (UNADJUSTED), and FILL VOLUME (UNADJUSTED).

TYPICAL SECTION



TYPICAL SECTION



CASC Engineering and Consulting logo and contact information.

CONCEPTUAL GRADING PLAN OLD 215 FRONTAGE ROAD INDUSTRIAL BUILDINGS CORE HOLDINGS 21, LLC.

Professional Engineer seal for Mark Babel.

PREPARED FOR APPLICANT: CORE HOLDINGS 21 LLC. PROPERTY OWNER: CORE HOLDINGS 21. SOURCE OF SURVEY: AERIAL SURVEY DATED JULY 2021.

Zoning Map Business Park



Legend

Zoning

- Commercial
- Center Mixed Use
- Downtown Center
- Corridor Mixed Use
- Industrial/Business Park
- Public Facilities
- Highway Office/Commercial
- Office
- Business Flex
- 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

Road Labels

- Parcels
- Image Source: Nearmap

Notes:

631.0 0 315.48 631.0 Feet



February 13, 2023

Julia Descoteaux, Senior Planner
 City of Moreno Valley
 14177 Frederick Street
 PO Box 88005
 Moreno Valley, CA 92552

Subject: EMWD Comments for the Cottonwood and Edgemont Project Notice of Intent to Adopt a Mitigated Negative Declaration

Location: East side of Old 215 Frontage Road south of Cottonwood Avenue, Moreno Valley, Riverside County, California.

Dear Ms. Julia Descoteaux:

Eastern Municipal Water District (EMWD) thanks you for the opportunity to comment on the Cottonwood and Edgemont Project, Notice of Intent (NOI) to Adopt a Mitigated Negative Declaration (MND). The project proposes the development of two light industrial buildings with a total combined building floor area of 99,630 square feet on an approximately 7.94 gross acre property (6.88 net acres). The project would include cargo loading areas at each building, an enclosed truck court with loading docks on the eastern side of the proposed buildings, parking areas, landscaping, signage, and lighting.

EMWD offers the following comments:

To define the impact(s) on the environment and on existing EMWD facilities, and as development within this area occurs over time, the proponents of implementing development projects shall consult EMWD's Development Services Department to compare proposed and existing water demands and sewer flows, and prepare a Design Conditions report (DC), formally known as the Plan of Service (POS), to detail all pertinent facilities necessary to serve such implementing development projects, resulting in an approved DC, prior to final design and plan check of such facilities.

Board of Directors
 Philip E. Paule, *President* Stephen J. Corona, *Vice President* Jeff Armstrong Randy A. Record David J. Slawson

2270 Trumble Road • P.O. Box 8300 • Perris, CA 92572-8300
 T 951.928.3777 • F 951.928.6177 www.emwd.org

EMWD Comments
February 13, 2023
Page 2

To help define EMWD's Design Conditions, EMWD requires beginning dialogue with project proponents at an early stage in the site design and development, via a one-hour complementary Due Diligence meeting. To set up this meeting the project proponent should complete a Project Questionnaire (form NBD-058) and submit to EMWD. To download this form or for additional information, please visit our web page www.emwd.org, then select the "Developer" link, then select the "New Development Process Forms" link. This meeting will offer the following benefits:

1. Describe EMWD's development process
2. Identify project scope and parameters
3. Provide a preliminary review of the project within the context of existing infrastructure
4. Discuss potential candidacy for recycled water service
5. Identify project submittal requirements to start the Design Conditions review

Following the Due Diligence meeting, and to proceed with a project, the Design Conditions will need to be developed by the developer's engineer and reviewed/approved by EMWD prior to submitting improvement plans for Plan Check. The DC process and approval will provide the following:

1. Technical evaluation of the project's demands and existing system capacities
2. Identification of impacts to existing facilities
3. Identification of additional on-site and off-site facilities, necessary to serve the project
4. Identification of easement requirements, if necessary
5. Identification of potential EMWD's cost participation in facility oversizing, if applicable

If you have questions or concerns, please do not hesitate to contact Maroun El-Hage at (951) 928-3777, extension 4468 or by e-mail at El-hagem@emwd.org.

Sincerely,

Alfred Javier
Director of Environmental and Regulatory Compliance

ARJ: hs
Attachments: Copy of Public Notice

Julia Descoteaux

From: Vega, Jaqueline <JaVega@RIVCO.ORG>
Sent: Tuesday, February 21, 2023 3:11 PM
To: Julia Descoteaux
Subject: PEN21-0325, PEN21-0326

Warning: External Email – Watch for Email Red Flags!

Hello Julia,

Thank you for transmitting the above referenced project to ALUC for review. Please note that the proposed project is located within zone B1 APZ II and C1 of the March Air Reserve AIA. Additionally ALUC review is not required because the City of Moreno Valley is consistent with the March ALUCP and City staff can conduct the review themselves.

Also, please note that zone B1 APZ II restricts nonresidential intensity to 50 people per average acre and 100 people per single acre, and we also send proposed project to Airforce for review due to the APZ.

Zone C1 restricts non-residential intensity to 100 people per average acre, and 250 people per single acre.

Should you have any questions, please contact me.

Jackie Vega
 Urban Regional Planner I



Riverside County Airport Land Use Commission
 4626 Lamesa Street, 14 Floor
 Riverside, Ca 92501
 951-955-4982
 JaVega@RIVCO.ORG
www.jcaluc.org

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[County of Riverside California](#)

Victoria Castreje

From: George Hague <gbhague@gmail.com>
Sent: Wednesday, February 22, 2023 1:54 PM
To: Julia Descoteaux
Cc: City Clerk
Subject: Cottonwood & Edgemont (C&E) Comments = Warehouses replace farms as big rigs fill Inland Empire - Los Angeles Times --1

Warning: External Email – Watch for Email Red Flags!

<https://www.latimes.com/california/story/2023-02-05/warehouses-big-rigs-fill-inland-empire-streets>
 This article as well as all its links that it contains are incorporated fully by reference into these comments

Good afternoon Ms Descoteaux,

Re: Comments on Mitigated Negative Declaration (MND) for the Cottonwood & Edgemont (C&E) warehouse project.

The article found below points out several of the problems with locating warehousing at the proposed location of the Cottonwood & Edgemont warehouses. With family homes within 18 feet to 28 feet from the project site and also very close to the the diesel trucks' internal traffic pattern the cumulative impacts they bring will negatively impact those who live and work nearby. The projects' external truck routes upon leaving/entering the freeway also will impact families in their homes and yards. The MND fails to analyze these impacts— direct, indirect and cumulative — as well as to all the homes/sensitive receptors on the perimeter of the project site.

The following are some quotes from the article in the link found above and also below my name that point out some of the negative impacts of the proposed Cottonwood & Edgemont warehouses:

“If you’re concerned about the health of the community, you’re not going to build a warehouse with diesel trucks coming in and out, spewing diesel particulate matter right next to the schools or right next to the homes,” she said. [California Assembly Majority Leader Eloise Gómez Reyes (D-Grand Terrace)]

"But smog in the Inland Empire — largely caused by big-rig exhaust — is the worst in the nation, according to the the American Lung Assn."

“We know diesel exhaust is a killer,” said William Barrett, national senior director of clean air advocacy for the American Lung Assn. “It’s one of the most damaging things that your lungs can experience.”

"Atty. Gen. Rob Bonta said he has been monitoring warehouse development across California for compliance with environmental rules."

“For too long, warehouses have proliferated throughout California with little consideration for the health and safety impacts on the surrounding communities,” he said in an emailed statement. “As a result of these poor land use decisions, many low-income communities and communities of color continue to be among the most pollution burdened in the state.”

“A lot of time, kids wake up with bloody noses on their pillows,” she said. “We have the worst air quality. We have gridlock. We have streets and communities that were never built for global logistics. We’re basically building, on top of failed infrastructure, a global network.” (Amparo Munoz about her children)

The Sierra Club appreciates this opportunity to submit comments on another warehouse project next to family homes in Moreno Valley. Please keep us informed on all future documents and meetings related to this project.

Sincerely,

George Hague
Sierra Club
Moreno Valley Group
Conservation Chair

Warehouse boom transformed Inland Empire. Are jobs worth the environmental degradation?



Attachment: Notice of Availability Public Comments [Revision 1] (6149 : Master Plot Plan, a Plot Plan and a Tentative Parcel Map)

A Walmart distribution center in Eastvale along I-15.

(Robert Gauthier / Los Angeles Times)

For decades, Bosch Dairy in Ontario, where three generations raised cattle, was a bucolic outpost with fields of cows and rows of eucalyptus to cut the driving wind that came down the Cajon Pass.

A few years ago, Bud Bosch noticed semitrailers occasionally rumbling along the two-lane rural road by his property. Soon, dozens were kicking up dust, night and day, plying roads made for tractors.

Bosch thought he had escaped the explosion of warehouse development that has wiped out farmland and open space. But the ecommerce boom of the pandemic accelerated the land grab, and the region became ever more hardscaped into the staging point for trains and trucks carrying goods from the ports of Los Angeles and Long Beach to the rest of the nation.



Attachment: Notice of Availability Public Comments [Revision 1] (6149 : Master Plot Plan, a Plot Plan and a Tentative Parcel Map)

Bud Bosch, 58, at Bosch Dairy in Ontario.

(Irfan Khan / Los Angeles Times)

There are 170 million square feet of warehouses planned or under construction in the Inland Empire, according to a [recent report by environmental groups](#). And despite fears of a recession, demand hasn't ebbed.

But the rapid transformation of semirural areas into barrens of concrete tilt-up "logistic parks" is encountering a backlash. Residents are questioning whether they want the region's economy, health, traffic and general ambiance tied to a heavily polluting, low-wage industry that might one day pick up and leave as global trade routes shift.

Several Inland Empire cities, including Colton and Norco, have placed building moratoriums on warehouses, as has Pomona, which borders the region. Environmental groups are pushing Gov. Gavin Newsom to declare a state of emergency, hoping to keep new warehouses away from homes and schools, where heavy truck traffic can expose children to high levels of toxic diesel emissions that have been linked to respiratory illness.

"Warehouse-induced pollution has created a state of environmental injustice and a public health crisis in San Bernardino and Riverside counties," dozens of labor, environmental and community groups said in a letter last month urging Newsom to implement a regionwide moratorium on warehouses.



Attachment: Notice of Availability Public Comments [Revision 1] (6149 : Master Plot Plan, a Plot Plan and a Tentative Parcel Map)

Trucks parked at a Walmart distribution center in Eastvale.

(Robert Gauthier / Los Angeles Times)

The group accused local politicians of environmental racism, ignoring health impacts while collecting donations from developers and their allies.

A spokesperson for Newsom said in an email to The Times that “California is taking urgent action to clean the air in communities hardest hit by pollution,” pointing to the governor’s order requiring heavy-duty truck manufacturers to transition to zero-emission vehicles by 2045. She did not say whether the governor supports a moratorium.

Local officials like San Bernardino County Supervisor Curt Hagman argue that a halt to building could have grave consequences.

“Lately, critics have called for warehouse moratoriums or outright bans. Their misguided proposals gloss over the real-world and draconian impact their potential bans would have on supply chains in local communities and the entire region,” he wrote in an [opinion piece in the San Bernardino news outlet the Sun](#). “If we fail to keep pace with the growing demand for additional warehouse space, the result will be immediate and far-reaching throughout the Inland Empire — loss of good-paying jobs, less affordable housing, fewer environmental benefits and community infrastructure improvements, not to mention the gains other jurisdictions will make at our expense.”

On a corner of the Bosch farms, cows lie in the shade of eucalyptus trees. The area was once largely an agricultural zone that has given way over the last decade to home tracts and warehouses. Heavy trucks have cracked the asphalt streets.

“We don’t even take the street anymore,” said Bosch, pointing to a road that leads to his family’s ranch home, where his son and grandchildren now live. He said it’s too dangerous.



Attachment: Notice of Availability Public Comments [Revision 1] (6149 : Master Plot Plan, a Plot Plan and a Tentative Parcel Map)

An Amazon truck negotiates a sharp turn on Schaefer Avenue near Bosch Dairy.

(Irfan Khan / Los Angeles Times)

“The trucks, they don’t watch out. They think it’s a dead street.”

In Ontario, there are [an estimated 95,000 daily truck trips](#) — nearly two for every household.

At one point, Bosch sought to expand his dairy farm, but the warehouse economy has become so pervasive that it priced him out.

“I asked one guy if I could rent his dairy, and he said, ‘Nah, why put up with the hassle of you renting?’” Bosch recalled, adding that owners earn more selling parking space. “The income from truck parking is lucrative.”

The logistics industry has moved into a void left as higher-wage jobs in manufacturing, defense and aerospace disappeared, converting largely agricultural and vacant land into the hub of America’s retail economy. The industry added more jobs in the Inland Empire than in any other part of the state. In 2022, it created 24,400 jobs in the area; in 2021, it created 27,400, according to John Husing, an economic consultant who specializes in logistics in the Inland Empire. Median wage ranges from \$18.57 an hour for warehouse workers to \$24.93 for drivers, he said.

“This is a job generator like mad,” he said. “Amazon has more than a dozen facilities out here. When the pandemic hit and people could not buy services, they converted to buying stuff, and a lot of that was done online. That really increased employment in the logistics out here, and it has held ever since.”

During the height of the pandemic, ecommerce made up 16% of U.S. retail sales, according to government data. Employment in the logistics industry was 51% higher at the end of last year than in February 2020, according to Southern California Assn. of Governments.



Attachment: Notice of Availability Public Comments [Revision 1] (6149 : Master Plot Plan, a Plot Plan and a Tentative Parcel Map)

Amazon and FedEx big rigs pass a neighborhood en route to warehouses in Jurupa Valley in Riverside County.

(Gina Ferazzi / Los Angeles Times)

Truck drivers delivered every type of consumer good imaginable from the seaports and airports, as workers in the warehouses unloaded, sorted and reloaded them onto intermodal containers to be hauled by train and long-haul tractor-trailers across the deserts.

UPS and FedEx have Southern California regional operations in Ontario International Airport, Husing noted, which has become one of the nation's fastest-growing cargo hubs. Amazon is [the region's largest private employer](#).

But other economists say many of those jobs don't pay close to a living wage. The median hourly pay in the region is almost \$5 below the California average, and [turnover is high](#) because of the grueling, nonstop work.

"Even with this impressive growth in the Inland Empire, logistics-sector jobs are generally lower-paying jobs, and they're at very high risk of automation," said Gigi Moreno, an economist at the Southern California Assn. of Governments. "You have automation and artificial intelligence in the logistics sector displacing workers, which means that the industry may not be able to support as many jobs as we do today. And this is even before considering any of the moratoriums on building warehousing. This is just the nature of what's going on in the sector."

The changes have strained communities. Many warehouses are built in low-income areas, where residents must put up with the traffic and pollution.

When the San Bernardino County Board of Supervisors met to vote on a project to rezone [a semirural neighborhood in Bloomington for a massive warehouse complex](#), dozens of residents, activists and union construction workers came to speak passionately for and against it.

Warehouse gr

The growth of wareh
square feet of space
In the last 10 years,
Riverside and San B
tool reveals.



SAN BER
COUNTY

The board unanimously approved it, allowing the developer, Howard Industrial Partners, to build a warehouse and distribution space the size of 56 football fields. To make room, the school district agreed to relocate Zimmerman Elementary.

Environmental justice and conservation groups [sued the county](#) for neglecting to properly analyze the potential environmental damage. When operational, their lawyers argue, the complex would add thousands of diesel truck trips daily — on top of the truck traffic already choking the area. The lawsuit is pending, but families have agreed to sell their homes to make way for the new buildings.

“Development is creating an employment base and is an economic driver,” said Tim Howard, a founding partner of Howard Industrial Partners. He said warehouse projects have “transformed cities” like Fontana, providing employment opportunities and raising the quality of life.



Attachment: Notice of Availability Public Comments [Revision 1] (6149 : Master Plot Plan, a Plot Plan and a Tentative Parcel Map)

Diesel truck traffic has increased with the addition of warehouses, causing more air pollution in the Southland.

(Gina Ferazzi / Los Angeles Times)

But smog in the Inland Empire — largely caused by big-rig exhaust — is the worst in the nation, according to the the American Lung Assn.

Last year, California Assembly Majority Leader Eloise Gómez Reyes (D-Grand Terrace) [introduced legislation](#) that would have required a 1,000-foot buffer zone between new warehouses and homes, schools, day-care centers, playgrounds and other areas where people gather.

“If you’re concerned about the health of the community, you’re not going to build a warehouse with diesel trucks coming in and out, spewing diesel particulate matter right next to the schools or right next to the homes,” she said.

The bill also tacked on labor requirements for new structures.

But it faced opposition from a wide array of business groups and local municipalities. Hagman, then the chair of the San Bernardino County Board of Supervisors, opposed the legislation, writing to state Senate committee members that it “erodes local land use authority” and could put the county at a competitive disadvantage.

Reyes pulled the proposal after a state Senate committee sought to replace the setback provision with a one-year ban on warehouse construction, a move she felt went too far and would cause further polarization.

“I’ve never been anti-warehouse,” she said. “If in each of our cities and in each of our counties, if they did the planning of the communities in a responsible way, we wouldn’t be dealing with this, right?”

“You could still have the warehouses,” she added, “but they would be planned in places where they’re not next to the homes. They’re not next to the schools. They’re not next to the day-care centers.”

Critics say that for too long, local governments have been part of the problem, rubber-stamping the projects and ignoring state environmental laws and the progressive damage that warehouses have caused communities.

There is “a very weak and minimal analysis” of the environmental damage distribution centers have wrought, said Susan Phillips, director of the Robert Redford Conservancy

for Southern California Sustainability. Working with Radical Research, a consulting group specializing in atmospheric pollution, the conservancy released a mapping tool, “Warehouse City,” that shows the breadth of industry in the region overlaid with estimated truck trips generated and public data on pollution.

The environmental impact reports that are required by the state, she said, “are supposed to account for cumulative impacts, but they’re rarely adequate.”

The tool shows that the region has roughly 4,000 warehouses covering more than 1.5 billion square feet, including parking lots. More than 300 warehouses are 1,000 feet or less from 139 schools.

“The number of warehouses and the square footage of warehouses is mind-boggling,” she said.

Thirty years ago, there were 1,600 warehouses in the region, creating 140,000 truck trips daily, said Mike McCarthy, who runs Radical Research. The mapping found that the industry now generates more than half a million daily truck trips — nearly four times the diesel traffic as the population has almost doubled. The researchers also found that the average warehouse 30 years ago was about half the size of those built today, which average 500,000 square feet.

“They are running out of space; they are starting to go into the high desert, Imperial Valley and even the Central Valley,” Phillips said. “But they’re not stopping putting warehouses next to homes and schools in the Inland Empire. The amount of space they are using is leaving little space for anything else.”

The diesel trucks that serve warehouses spew out a cocktail of pollutants, including particulates that lodge in human lungs. Studies have linked the pollution to asthma, decreased lung function in children and cancer.

“We know diesel exhaust is a killer,” said William Barrett, national senior director of clean air advocacy for the American Lung Assn. “It’s one of the most damaging things that your lungs can experience.”

The rise in pollution and fears over climate change have pushed California air regulators to [seek to ban the sale of diesel big rigs by 2040](#). In Southern California, regulators are attempting to [limit emissions from warehouses](#).

Atty. Gen. Rob Bonta said he has been monitoring warehouse development across California for compliance with environmental rules.

“For too long, warehouses have proliferated throughout California with little consideration for the health and safety impacts on the surrounding communities,” he said in an emailed statement. “As a result of these poor land use decisions, many low-income communities and communities of color continue to be among the most pollution burdened in the state.”



Attachment: Notice of Availability Public Comments [Revision 1] (6149 : Master Plot Plan, a Plot Plan and a Tentative Parcel Map)

An Amazon warehouse is visible from Bosch Dairy.

(Irfan Khan / Los Angeles Times)

Around the Bosch property in Ontario, much of what was once a capital of America's dairy farms is now the nation's capital of warehouses. There are more than 600 in the city, which has a population of 178,000. Dusty pastures disappeared as farmers fled to [Texas, South Dakota and other states](#), and stately ranch homes became makeshift repair shops for big rigs.

"With COVID-19 and Amazon being like a superpower, you know, the warehouse craze just went crazy around here," Bosch said. "I guess it's progress, you know. I don't like it so much."

The market is so hot for warehouses that they are leased before they are even built, said [Eloy Covarrubias](#), an investment broker at CBRE, specializing in industrial property. He estimates that there are between 38 million and 39 million square feet under construction — and more than half is already leased.

"There has been a significant amount of pent-up demand for that space," he said, noting that the vacancy rate is about 1%.

That has cost the Inland Empire its agricultural roots, said Amparo Muñoz, former policy director at the Center for Community Action and Environmental Justice, a Jurupa Valley group that has been fighting warehouse development and signed the letter to Newsom.

Muñoz didn't start off as an environmentalist. A trained engineer, she spent some of her time in warehouses checking and maintaining equipment.

"I really believed that if you let businesses regulate themselves, they do the right thing," she said.

Her ideas changed after she had her second child. She had moved to Fontana a few years before, to a tract of homes surrounded by fields. She loved the pastoral life, the agricultural clubs and bunny farms. But by the time she was pregnant in 2013, an Amazon warehouse had been built less than two blocks from her home.

"At first you are like, hey, it's not too bad," she said.

She walked daily along the perimeter of her neighborhood to stay fit while pregnant, but what she thought were allergies worsened until she couldn't breathe.

“The doctor asked me how long I had had asthma, and I was like ‘What? I don’t have asthma.’”

She learned that she had developed the condition in her 30s. Her son was born with asthma and had to have a breathing mechanism for the first year of his life.

“They told me it was environmental factors,” she said. “I didn’t think about all the trucks that were idling at the warehouse when I was walking by them.”

The family spent around \$22,000 to install high-grade air filters and a new duct system in their home.

“A lot of time, kids wake up with bloody noses on their pillows,” she said. “We have the worst air quality. We have gridlock. We have streets and communities that were never built for global logistics. We’re basically building, on top of failed infrastructure, a global network.”



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA E-MAIL:

February 23, 2023

juliad@moval.org

Julia Descoteaux, Senior Planner
City of Moreno Valley
14177 Frederick Street
Moreno Valley, California 92552

Mitigated Negative Declaration (MND) for the Proposed Cottonwood & Edgemont Project (Proposed Project) Master Plot Plan PEN21-0325, Plot Plan PEN21-0326

South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. The City of Moreno Valley is the California Environmental Quality Act (CEQA) Lead Agency for the Proposed Project. The following comments recommended revisions to the EMFAC version, health risk assessment analysis, inconsistent information during grading activities, and concept design & orientation that the Lead Agency should include in the Final MND.

South Coast AQMD Staff's Summary of Project Information in the MND

Based on the MND, the Proposed Project consists of developing two 49,815 square feet of light industrial buildings with a total combined floor area of 99,630 square feet on an approximately 7.94-gross-acre property.¹ The Proposed Project locates on the east side of Old 125 Frontage Road, approximately 500 feet south of Cottonwood Avenue and approximately 620 feet north of Bay Avenue, City of Moreno Valley.² The Proposed Project would include nine (9) dock doors on the east side of each building,³ associated with 34 one-way truck trips per day.⁴ The Proposed Project would have three driveways along Old 125 Frontage Road, with the northernmost and southernmost driveways for passenger vehicles and heavy trucks to access the site.⁵ Based on the ariel photographs, South Coast AQMD staff finds that the nearest sensitive receptors (e.g., residences) are less than 20 feet north/northeast and within 60 feet east of the Proposed Project. The Proposed Project's construction is anticipated to occur over eight months, assumed to commence in February 2023 and finish in October 2023.⁶

¹ MND. Page 1.

² *Ibid.*

³ *Ibid.* Page 2.

⁴ *Ibid.* Appendix K3- Traffic Analysis. Page 37.

⁵ *Ibid.* Page 3.

⁶ *Ibid.* Page 6.

South Coast AQMD Staff's Comments on the MND*EMFAC Version*

According to Appendix A – Air Quality Impact Analysis, the Proposed project's operational emissions are analyzed utilizing EMFAC2017 emissions factors to derive vehicle emissions.⁷ According to the CARB, the EMFAC 2021⁸ was officially released in January 2021. Since the Proposed Project MND was prepared in February 2023, South Coast AQMD staff recommends that the Lead Agency revise the emissions calculations utilizing the EMFAC 2021 emissions factors and include in the Final MND. If the revision is not included in the Final MND, the Lead Agency should provide reasons for not having them supported by substantial evidence in the record.

On the other hand, the Lead Agency could go a step further since CARB has updated the EMFAC 2021 v1.0.2 in April 2022,⁹ and the Lead Agency can consider using it for the revision of analysis in the Final MND. If the Lead Agency decides to use the most current updated versions of EMFAC 2021 v1.0.2, South Coast AQMD staff encourage the Lead Agency to visit CARB's website for more information.

*Health Risk Assessment (HRA) Analysis*Averaging Time Utilized in Construction and Operational HRA Analysis

Based on the construction and operational HRA output files, the averaging time for the analysis is ANNUAL.¹⁰ However, according to the South Coast AQMD Risk Assessment Procedures v8.1, the detailed HRA utilizing AERMOD should be run using the averaging time PERIOD and 1-hour.¹¹ Since the construction and operational HRAs of the Proposed Project using ANNUAL, South Coast AQMD staff recommend that the Lead Agency re-run the construction and operational HRAs utilizing PERIOD and 1-hour averaging time to determine the health risk impacts to the sensitive receptors and off-site workers and include the revised results in the Final MND. If the revision is not included in the Final MND, the Lead Agency should provide reasons for not having them supported by substantial evidence in the record.

Building Downwash Option in Operational HRA Modeling

Based on the South Coast AQMD staff review, the HRA modeling file does not include the building downwash option in the operational HRA. The ground-level pollutant concentrations near the building would be underestimated if the downwash effects were absent in the dispersion modeling. Therefore, building downwash should be considered for the Proposed Project operation in order to predict more accurate ground-level concentrations. In addition, the truck idling emissions would need to be estimated separately and included in the dispersion modeling analysis and HRA as point sources. However, the operational HRA modeling file indicates those emissions as line volume source types. In addition, it needs to be clarified in the MND if the stationary

⁷ *Ibid.* Appendix A – Air Quality Impact Analysis. Page 45.

⁸ CARB EMFAC 2021. Access at: <https://arb.ca.gov/emfac>

⁹ CARB EMFAC 2021 v1.0.2. Access at: <https://arb.ca.gov/emfac>

¹⁰ *Ibid.* Appendix A – Mobile Source Health Risk Assessment. Pages 73 and 245 of PDF.

¹¹ South Coast AQMD Risk Assessment Procedures v8.1. Access at: <http://www.aqmd.gov/docs/default-source/permitting/rule-1401-risk-assessment/riskassessproc-v8-1.pdf>

combustion engines (e.g., diesel firewater pump, diesel emergency generator, etc.) will be used on-site during operation. If any of these will be used when implementing the Proposed Project, they will need to be added as additional sources to the HRA and dispersion modeling files. Therefore, South Coast AQMD staff recommend that the Lead Agency revise the operational HRA modeling by incorporating the above recommendations and including the HRA results in the Final MND. If the HRA modeling is not revised and included in the Final MND, the Lead Agency should provide reasons supported by substantial evidence in the record to explain why the revision is not included.

Inconsistent Information During Grading Activities

Under the Construction Characteristic section of the MND, the earthwork activities are expected to be balanced, and no import or export of soil materials would be required.¹² However, Appendix A – Air Quality Impact Analysis discloses that the Proposed Project is anticipated to require 10,600 cubic yards of export¹³ during grading activities. Furthermore, California Emissions Estimator Model (CalEEMod) output files show hauling truck trips associated with the grading activities, confirming the material information export discussed in Appendix A. Due to the inconsistency, South Coast AQMD staff recommends that the Lead Agency revise the export/import information and include the revision in the Final MND to avoid discrepancies throughout the Final MND and its appendices. If the revision is not included in the Final MND, the Lead Agency should provide reasons for not having them supported by substantial evidence in the record.

Concept Design and Orientation

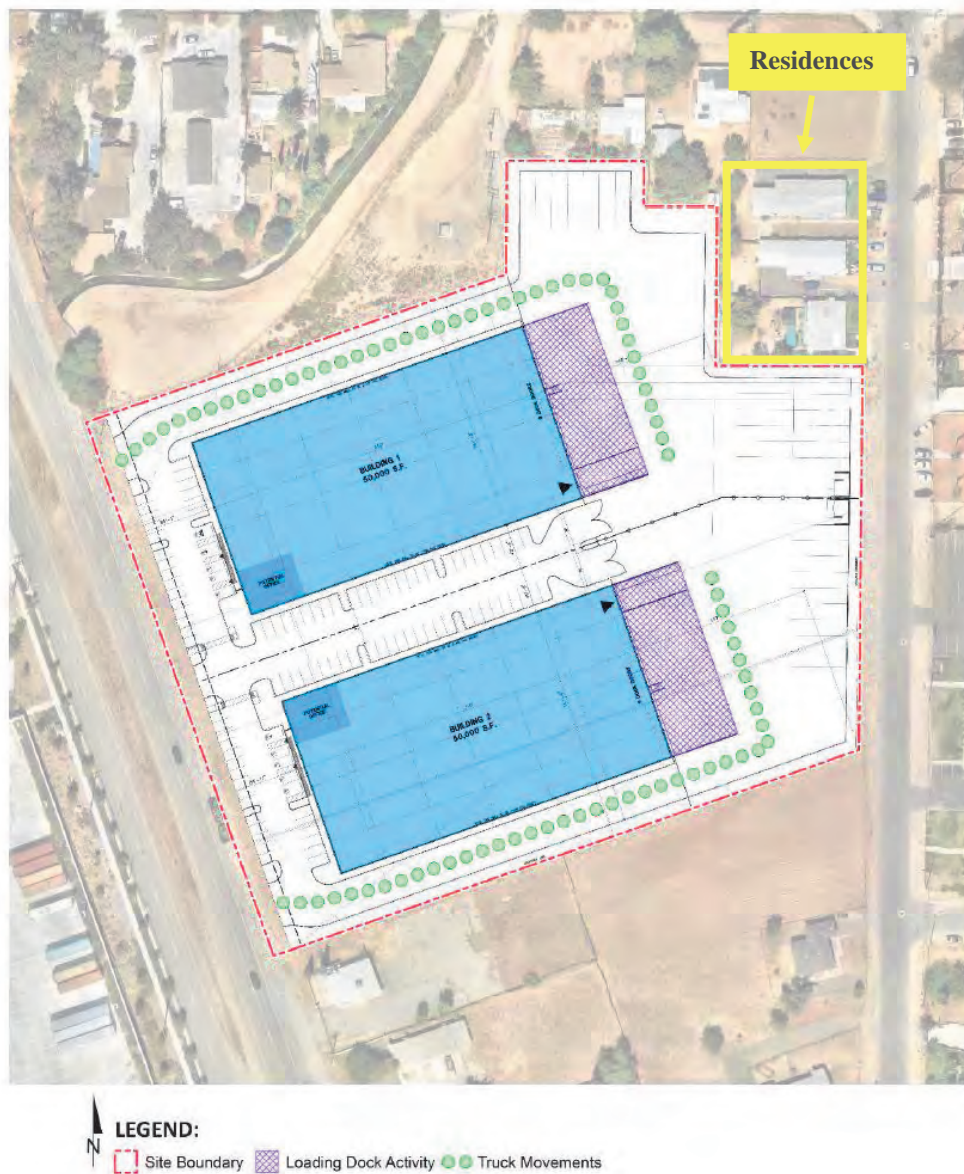
Based on the MND, the Proposed Project would have nine (9) dock doors located on the east side of each building.¹⁴ Based on the aerial photograph and Figure A below, South Coast AQMD staff is concerned about the loading dock orientation of the Proposed Project. These loading docks face Edgemont Street, where sensitive receptors (e.g., residences) are located, as noted in Figure A.

¹² *Ibid.* Page 6.

¹³ *Ibid.* Appendix A – Air Quality Impact Analysis. Page 39.

¹⁴ *Ibid.* Page 2.

Figure A
Loading Docks and Truck Movements¹⁵



As a result, South Coast AQMD staff recommends that the Lead Agency re-consider the Proposed Project buildings' design/orientation, such as placing loading docks further away from the sensitive receptors, to help reduce the impacts of the operational activities on the sensitive receptors. In the event that the Proposed Project's design is revised, the Lead Agency should include the new design and its associated analysis (e.g., emissions calculations, HRA) in the Final MND.

¹⁵ *Ibid.* Appendix A – Mobile Source Health Risk Assessment. Page 16.

Julia Descoteaux

February 23, 2023

Conclusion

Pursuant to CEQA Guidelines Section 15074, prior to approving the Proposed Project, the Lead Agency shall consider the MND for adoption together with any comments received during the public review process. Please provide South Coast AQMD with written responses to all comments contained herein prior to the adoption of the Final MND. When responding to issues raised in the comments, responses should provide sufficient details giving reasons why specific comments and suggestions are not accepted. There should be good faith, reasoned analysis in response. Conclusory statements unsupported by factual information do not facilitate the purpose and goal of CEQA on public disclosure and are not meaningful, informative, or useful to decision-makers and the public who are interested in the Proposed Project.

South Coast AQMD staff is available to work with the Lead Agency to address any air quality questions that may arise from this comment letter. Please contact Danica Nguyen, Air Quality Specialist, at dnguyen1@aqmd.gov should you have any questions.

Sincerely,

Sam Wang

Sam Wang
Program Supervisor, CEQA-IGR
Planning, Rule Development & Implementation

SW:DN

RVC230214-01

Control Number

Sean P. Kelleher

From: George Hague <gbhague@gmail.com>
Sent: Friday, February 24, 2023 4:56 PM
To: Julia Descoteaux
Cc: City Clerk
Subject: Comments on Cottonwood & Edgemont (C&E) warehouse Initial Study/Mitigated Negative Declaration (IS/MND) & AG --2

Warning: External Email – Watch for Email Red Flags!

Good afternoon Ms Descoteaux,

February 24, 2023

RE: Comments on Cottonwood & Edgemont (C&E) warehouse Initial Study/Mitigated Negative Declaration (IS/MND)

The Press-Enterprise article found believe begins as follows: California Attorney General Rob Bonta is joining the Sierra Club's lawsuit against Moreno Valley over the city's long-term plan that both parties allege fails to protect the environment and residents.

The state Attorney General filed their lawsuit against Moreno Valley in large part because the city's Climate Action Plan (CAP) failed to meet state requirements. The C&E's GHG analysis is inadequate because the current Moreno Valley CAP doesn't satisfy CEQA Guidelines section 15183.5(b).

The two sections found below from Appendix G shows that the C&E is using Moreo Valley's CAP to tier off of and justify its GHG analysis, impacts and mitigations.

2.8 CITY OF MORENO VALLEY

"CITY OF MORENO VALLEY GENERAL PLAN MEASURES

Although the City of Moreno Valley General Plan does not identify specific GHG or climate change policies or goal, a number of the measures identified in the General Plan's Air Quality Element act to reduce or control criteria pollutant emissions and peripherally reduce GHG emissions.

CITY OF MORENO VALLEY CAP

The City of Moreno Valley CAP was adopted on June 15, 2021. The CAP addresses the SB 32 target of reducing GHG emissions 40% below 1990 levels by 2030 and the GHG emission target set in EO S-3-15 for 2050 (i.e., 80% below 1990 levels by 2050). Pursuant with CEQA Guidelines Section 15183.5(b), the CAP is considered a qualified GHG reduction strategy that will allow developments to tier off and streamline the GHG analyses under CEQA. The CAP is a qualified GHG reduction strategy since it completed the following steps required to be considered qualified: the GHG reduction strategy quantified community-wide GHG emissions; the GHG reduction strategy prepared GHG projections for the next target year (e.g. 2030) for business-as- usual (BAU) conditions and conditions that include GHG reduction measures; the GHG reduction strategy established emission level targets based on substantial evidence; the GHG reduction strategy specified mandatory and enforceable reduction measures that are applicable to existing developments, new developments, and

municipal operations; the GHG reduction strategy includes an implementation and monitoring plan to monitor the plan's progress; the GHRS underwent CEQA review and was adopted after public hearings. Thus, the 2030 GHG reduction strategy is a qualified CAP that projects can tier off of for CEQA review. In addition, the CAP includes a consistency checklist for project-level tiering purposes." (GHG Appendix G page 47)

"CONSISTENCY WITH CITY OF MORENO VALLEY CAP

The CAP is a qualified GHG reduction strategy since it completed the following steps required to be considered qualified: the GHG reduction strategy quantified community-wide GHG emissions; the GHG reduction strategy prepared GHG projections for the next target year for BAU conditions and conditions that include GHG reduction measures; the GHG reduction strategy established emission level targets based on substantial evidence; the GHG reduction strategy specified mandatory and enforceable reduction measures that are applicable to existing developments, new developments, and municipal operations; the GHG reduction strategy includes an implementation and monitoring plan to monitor the plan's progress; the GHRS underwent CEQA review and was adopted after public hearings. Thus, the 2030 GHG reduction strategy is a qualified CAP that projects can tier off of for CEQA review. In addition, the CAP includes a consistency checklist for project-level tiering purposes. GHG emissions associated with the proposed project would be less than significant if the project is consistent with the Climate Action Plan Consistency Checklist. Table 6-3 shows the projects consistency with the CAP checklist." (GHG Appendix G pages 62/63).

Tiering off of Moreno Valley's fatally flawed CAP makes this project fatally flawed. The city posted a warning on line to developers to basically proceed at your own risk because the General Plan Update and Climate Action Plan is under litigation. It appears the C&E warehouse is willing to take this chance knowing the documents they rely on may be proved invalid and/or significant changed.

The city is processing the following four warehouse projects:

Moreno Valley Trade Center (MVTC) is across a two lane street from families. It is proposed on land zoned for homes, adjacent to land zoned for future homes, across the street from homes and needs a General Plan Amendment from a General Plan that is less than two years old to be allowed.

Heacock Commerce Center (HCC) two warehouses are only 20 feet from homes and across the street from other homes. Much of the land is currently zoned for homes and based on the 2021 General Plan the entire site will need a General Plan amendment to allow warehousing.

Edgemont Commerce Center (ECC) warehouse is only 10 feet away from homes and across the street from others. It is on land that would need a zone change of the June 2021 General Plan to allow it to be built.

Cottonwood & Edgemont (C&E) warehouse basically fits into this pattern of siting toxic diesel warehouse projects near where families live -18 ft to 28 ft.

Moreno Valley Business Center (MVBC) was recently approved with the warehouse sharing a common property line with family homes.

The cumulative impacts section with all current and foreseeable projects needs to be addressed. When it isn't you know the importance of requiring a full EIR on this warehouse project that more fully addresses direct, indirect as well as cumulative impacts to the environment and nearby sensitive receptors — like children and the elderly.

Please keep me informed of all future documents and meetings related to this project.

Sincerely,

George Hague
Sierra Club
Moreno Valley Group
Conservation Chair

Attorney General joins environmental lawsuit against Moreno Valley

By **MONSERRAT SOLIS** | msolis@scng.com |

PUBLISHED: July 1, 2022 at 6:58 p.m. | UPDATED: July 1, 2022 at 7:55 p.m.

California Attorney General Rob Bonta is joining the Sierra Club's lawsuit against Moreno Valley over the city's long-term plan that both parties allege fails to protect the environment and residents.

A year ago, the Sierra Club sued the city for approving its 2040 general plan update, alleging that it violated the California Environmental Quality Act.

The lawsuit alleged that Moreno Valley's environmental impact report failed to address public health impacts, did not disclose potential air pollution and left out solutions that could reduce environmental impacts. The Sierra Club alleged the city used outdated environmental reports rather than the city's current state, which includes many warehouses.

Bonta's decision to "intervene" in the case means his office is now a separate plaintiff in the case, according to a Friday, July 1, statement from the Attorney General's press office. The office "will represent the People's interests in enforcing California laws designed to protect public safety and the environment," the statement says.

California Attorney General Rob Bonta, seen at a news conference in Riverside on Thursday, May 26, 2022, has joined an environmental lawsuit against the city of Moreno Valley. (File photo by Terry Pierson, The Press-Enterprise/SCNG)

Tom Thornsley, chair of Moreno Valley's Sierra Club, welcomed Bonta's move.

"To see them actually getting involved, is really kind of nice," he said. "I'm delighted."

Bonta criticized the city for increasing development in Moreno Valley, which [has seen controversy over what some see as a saturation of warehouses](#).

"Communities in Moreno Valley experience some of the highest levels of air pollution in the state," Bonta said in a news release. "We're intervening today so that those communities do not continue to bear the brunt of poor land use decisions that site warehouses outside their doors."

Bonta alleges the city failed to determine whether the general plan would increase pollutants and pollution near hospitals, school and other sensitive areas. In June, a proposed 1.26 million square-foot warehouse called [the Moreno Valley Trade Center](#) was set for the city council's consideration but [postponed](#) by the developer.

Moreno Valley's Interim City Attorney Steve Quintanilla said Friday that he wasn't surprised by Bonta's involvement.

"I believe the city has done everything they should have done under CEQA," Quintanilla said by phone.

Quintanilla said he isn't concerned over Bonta's intervention because the Attorney General's office didn't raise additional issues beyond those already in the Sierra Club's suit.

As for Bonta, he alleged in the release, that health issues are affecting Moreno Valley communities that "live at the intersection of poverty and pollution."

RELATED LINKS

- [Moreno Valley sued by Sierra Club, alleging environmental law violations](#)
- [Moreno Valley ignored environmental law when it OK'd World Logistics Center, California Attorney General says](#)
- [State sues Fontana to block sprawling warehouse project in low-income area](#)

- [Fontana, state AG settle lawsuit over warehouse project in low-income neighborhood](#)

In Moreno Valley, 60% of the population is Hispanic, 17% is Black and 5% is Asian, according to the [2020 Census](#). The average income per person is \$22,364.

Moreno Valley is listed on the [CalEnviroScreen](#), a mapping tool from the state [Office of Environmental Health Hazard Assessment](#), as a disadvantaged community affected by pollution and where residents are often vulnerable to its effects.

This isn't the first time the state Attorney General has called out Inland Empire cities for what it sees as poor environmental impacts.

Former Attorney General Xavier Becerra — now secretary for the U.S. Department of Health and Human Services — accused [Moreno Valley of ignoring state environmental laws](#) when it approved the World Logistics Center for the city's east end in 2015.

Last year, Bonta [sued Fontana over a giant warehouse project in a low-income community](#) that he said violated environmental laws, but [later settled the suit](#).

From: [CMT Torres](#)
To: [Julia Descoteaux](#); [City Clerk](#)
Subject: Cottonwood and Edgemont Project
Date: Saturday, February 25, 2023 8:20:29 PM

Warning: External Email – Watch for Email Red Flags!

To the planning commission regarding the Cottonwood and Edgemont project,

Two brief comments:

1. No more warehouses
2. Please take a cue from many other SoCal cities and issue a moratorium.

Thank you,

Christina Torres
Bridger St.
Moreno Valley, CA

From: [Julia Descoteaux](#)
 To: [Catherine Lin](#)
 Subject: Fwd: Vote NO on warehouse at Edgemont & Cottonwood
 Date: Monday, February 27, 2023 10:11:55 AM

See attached

Get [Outlook for iOS](#)

Julia Descoteaux

Senior Planner

Community Development

City of Moreno Valley

p: 951.413.3209 | e: juliad@moval.org w: www.moval.org

14177 Frederick St., Moreno Valley, CA, 92553

From: Marcia Narog <mgnarog@gmail.com>
Sent: Sunday, February 26, 2023 8:47:48 AM
To: Julia Descoteaux <juliad@moval.org>; City Clerk <cityclerk@moval.org>
Subject: Vote NO on warehouse at Edgemont & Cottonwood

Warning: External Email – Watch for Email Red Flags!

To all City Planning Commissioners and City Council:

I am opposed to ANY more warehouses in Moreno Valley because of the air and noise pollution, traffic and road problems and the destruction of the neighborhood ambiance that they bring.

If you wouldn't want a warehouse in close proximity to your home, then you should vote against any that compromise the lives of other Moreno Valley citizens.

Please institute a moratorium on Moreno Valley warehouse development especially in close proximity to family homes.

Sincerely,

Marcia Narog

Sean P. Kelleher

From: George Hague <gbhague@gmail.com>
Sent: Sunday, February 26, 2023 8:36 PM
To: Julia Descoteaux
Cc: Sean P. Kelleher; City Clerk
Subject: Comments on the Cottonwood & Edgemont (C&E) warehouse Initial Study/Mitigated Negative Declaration (IS/MND) & AG & CARB -- 3

Follow Up Flag: Follow up
Flag Status: Completed

Warning: External Email – Watch for Email Red Flags!

Good morning Ms Descoteaux,

February 26, 2023

RE: Comments on the Cottonwood & Edgemont (C&E) warehouse Initial Study/Mitigated Negative Declaration (IS/MND)
 The state Attorney General (AG) has provide the warehouse guidelines found below for "Warehouse Project: **Best Practices and Mitigation Measures** to Comply with the California Environmental Quality Act" beginning with section IV on page 4. The Cottonwood & Edgemont (C&E) warehouse project has significantly failed to this date to incorporate most of these Best Practices and Mitigation measure in all environmental documents/staff report and therefore they will be inadequate unless they are included in the final project. There needs to be full analysis of all of this Best Practices and Mitigations and how they will make the project much better for people and the environment — **especially in our non-attainment area and in this census tract where the residents are in the worst 1% of all of California for pollution and other socio-economic impact** according to CalEnviroScreen. This would be best realized with a full EiR and not relying on the much cheaper as well as less thorough, less analyzations, less remedies provided, and less responsive to the public MND.

The Attorney General (AG) office has made these Best Practices and Mitigation Measures for warehouses available well before the application and before the MND by the C&E developer to build a warehouse in this location. Most Moreno Valley planners have also received them either from me and/or other sources prior to processing the C&E. There is no excuse for not making them part of this project from day one. **In fact if the developer/city implemented the first paragraph found below the C&E warehouse would not even been proposed on this site which it is only 18 ft to 28 ft from several family homes — sensitive receptors.**

AG's Warehouse Project: **Best Practices and Mitigation Measures** beginning with section IV on page 4 follows below:

IV. Warehouse Siting and Design Considerations

The most important consideration when planning a logistics facility is its location. Warehouses located in residential neighborhoods or near other sensitive receptors expose community residents and those using or visiting sensitive receptor sites to the air pollution, noise, traffic, and other environmental impacts they generate. Therefore, placing facilities away from sensitive receptors significantly reduces their environmental and quality of life harms on local

Page 4

communities. The suggested best practices for siting and design of warehouse facilities does not relieve lead agencies' responsibility under CEQA to conduct a project-specific analysis of the project's impacts and

evaluation of feasible mitigation measures and alternatives; lead agencies' incorporation of the best practices must be part of the impact, mitigation and alternatives analyses to meet the requirements of CEQA. Examples of best practices when siting and designing warehouse facilities include:

- • Per CARB guidance, siting warehouse facilities so that their property lines are at least 1,000 feet from the property lines of the nearest sensitive receptors.¹⁴
- • Creating physical, structural, and/or vegetative buffers that adequately prevent or substantially reduce pollutant dispersal between warehouses and any areas where sensitive receptors are likely to be present, such as homes, schools, daycare centers, hospitals, community centers, and parks.
- • Providing adequate areas for on-site parking, on-site queuing, and truck check-in that prevent trucks and other vehicles from parking or idling on public streets.
- • Placing facility entry and exit points from the public street away from sensitive receptors, e.g., placing these points on the north side of the facility if sensitive receptors are adjacent to the south side of the facility.
- • Locating warehouse dock doors and other onsite areas with significant truck traffic and noise away from sensitive receptors, e.g., placing these dock doors on the north side of the facility if sensitive receptors are adjacent to the south side of the facility.
- • Screening dock doors and onsite areas with significant truck traffic with physical, structural, and/or vegetative barriers that adequately prevent or substantially reduce pollutant dispersal from the facility towards sensitive receptors.
- • Posting signs clearly showing the designated entry and exit points from the public street for trucks and service vehicles.
- • Posting signs indicating that all parking and maintenance of trucks must be conducted within designated on-site areas and not within the surrounding community or public streets.

V. Air Quality and Greenhouse Gas Emissions Analysis and Mitigation

Emissions of air pollutants and greenhouse gases are often among the most substantial environmental impacts from new warehouse facilities. CEQA compliance demands a proper accounting of the full air quality and greenhouse gas impacts of logistics facilities and adoption of all feasible mitigation of significant impacts. Although efforts by CARB and other authorities to regulate the heavy-duty truck and off-road diesel fleets have made excellent progress in reducing the air quality impacts of logistics facilities, the opportunity remains for local jurisdictions to further mitigate these impacts at the project level. Lead agencies and developers

¹⁴ California Air Resources Board (CARB), Air Quality and Land Use Handbook: A Community Health Perspective (April 2005), at ES-1. CARB staff has released draft updates to this siting and design guidance which suggests a greater distance may be warranted under varying scenarios; this document may be found on CARB's website and is entitled: "California Sustainable Freight Initiative: Concept Paper for the Freight Handbook" (December 2019).

should also consider designing projects with their long-term viability in mind. Constructing the necessary infrastructure to prepare for the zero-emission future of goods movement not only reduces a facility's emissions and local impact now, but it can also save money as regulations tighten and demand for zero-emission infrastructure grows. In planning new logistics facilities, the Bureau strongly encourages developers to consider the local, statewide, and global impacts of their projects' emissions.

Examples of best practices when studying air quality and greenhouse gas impacts include:

- • Fully analyzing all reasonably foreseeable project impacts, including cumulative impacts. In general, new warehouse developments are not ministerial under CEQA because they involve public officials' personal judgment as to the wisdom or manner of carrying out the project, even when warehouses are permitted by a site's applicable zoning and/or general plan land use designation. CEQA Guidelines § 15369.
- • When analyzing cumulative impacts, thoroughly considering the project's incremental impact in combination with past, present, and reasonably foreseeable future projects, even if the project's individual impacts alone do not exceed the applicable significance thresholds.
- • Preparing a quantitative air quality study in accordance with local air district guidelines.
- • Preparing a quantitative health risk assessment in accordance with California Office of Environmental Health Hazard Assessment and local air district guidelines.
- • Refraining from labeling compliance with CARB or air district regulations as a mitigation measure—compliance with applicable regulations is a baseline expectation.
- • Fully analyzing impacts from truck trips. CEQA requires full public disclosure of a project's anticipated truck trips, which entails calculating truck trip length based on likely truck trip destinations, rather than the distance from the facility to the edge of the air basin. Emissions beyond the air basin are not speculative, and, because air pollution is not static, may contribute to air basin pollution. Moreover, any contributions to air pollution outside the local air basin should be quantified and their significance should be considered.
- • Accounting for all reasonably foreseeable greenhouse gas emissions from the project, without discounting projected emissions based on participation in California's Cap-and-Trade Program.

Examples of measures to mitigate air quality and greenhouse gas impacts from construction are below. To ensure mitigation measures are enforceable and effective, they should be imposed as permit conditions on the project where applicable.

- Requiring off-road construction equipment to be zero-emission, where available, and all diesel-fueled off-road construction equipment, to be equipped with CARB Tier IV-compliant engines or better, and including this requirement in applicable

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bid documents, purchase orders, and contracts, with successful contractors demonstrating the ability to supply the compliant construction equipment for use prior to any ground-disturbing and construction activities.

- • Prohibiting off-road diesel-powered equipment from being in the "on" position for more than 10 hours per day.
- • Requiring on-road heavy-duty haul trucks to be model year 2010 or newer if diesel-fueled.
- • Providing electrical hook ups to the power grid, rather than use of diesel-fueled generators, for electric construction tools, such as saws, drills and compressors, and using electric tools whenever feasible.
- • Limiting the amount of daily grading disturbance area.
- • Prohibiting grading on days with an Air Quality Index forecast of greater than 100

for particulates or ozone for the project area.

- • Forbidding idling of heavy equipment for more than two minutes.
- • Keeping onsite and furnishing to the lead agency or other regulators upon request,

all equipment maintenance records and data sheets, including design specifications and emission control tier classifications.

- • Conducting an on-site inspection to verify compliance with construction mitigation and to identify other opportunities to further reduce construction impacts.
- • Using paints, architectural coatings, and industrial maintenance coatings that have volatile organic compound levels of less than 10 g/L.
- • Providing information on transit and ridesharing programs and services to construction employees.
- • Providing meal options onsite or shuttles between the facility and nearby meal destinations for construction employees.

Examples of measures to mitigate air quality and greenhouse gas impacts from operation include:

- • Requiring that all facility-owned and operated fleet equipment with a gross vehicle weight rating greater than 14,000 pounds accessing the site meet or exceed 2010 model-year emissions equivalent engine standards as currently defined in California Code of Regulations Title 13, Division 3, Chapter 1, Article 4.5, Section 2025. Facility operators shall maintain records on-site demonstrating compliance with this requirement and shall make records available for inspection by the local jurisdiction, air district, and state upon request.
- • Requiring all heavy-duty vehicles entering or operated on the project site to be zero-emission beginning in 2030.
- • Requiring on-site equipment, such as forklifts and yard trucks, to be electric with the necessary electrical charging stations provided.
- • Requiring tenants to use zero-emission light- and medium-duty vehicles as part of business operations.
- • Forbidding trucks from idling for more than two minutes and requiring operators to turn off engines when not in use.
- • Posting both interior- and exterior-facing signs, including signs directed at all

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dock and delivery areas, identifying idling restrictions and contact information to report violations to CARB, the air district, and the building manager.

- • Installing and maintaining, at the manufacturer's recommended maintenance intervals, air filtration systems at sensitive receptors within a certain radius of

facility for the life of the project.

- • Installing and maintaining, at the manufacturer's recommended maintenance

intervals, an air monitoring station proximate to sensitive receptors and the facility for the life of the project, and making the resulting data publicly available in real time. While air monitoring does not mitigate the air quality or greenhouse gas impacts of a facility, it nonetheless benefits the affected community by providing information that can be used to improve air quality or avoid exposure to unhealthy air.

- • Constructing electric truck charging stations proportional to the number of dock doors at the project.
- • Constructing electric plugs for electric transport refrigeration units at every dock door, if the warehouse use could include refrigeration.
- • Constructing electric light-duty vehicle charging stations proportional to the number of parking spaces at the project.
- • Installing solar photovoltaic systems on the project site of a specified electrical generation capacity, such as equal to the building's projected energy needs.
- • Requiring all stand-by emergency generators to be powered by a non-diesel fuel.
- • Requiring facility operators to train managers and employees on efficient

scheduling and load management to eliminate unnecessary queuing and idling of trucks.

- • Requiring operators to establish and promote a rideshare program that discourages single-occupancy vehicle trips and provides financial incentives for alternate modes of transportation, including carpooling, public transit, and biking.
- • Meeting CalGreen Tier 2 green building standards, including all provisions related to designated parking for clean air vehicles, electric vehicle charging, and bicycle parking.
- • Achieving certification of compliance with LEED green building standards.
- • Providing meal options onsite or shuttles between the facility and nearby meal destinations.
- • Posting signs at every truck exit driveway providing directional information to the truck route.
- • Improving and maintaining vegetation and tree canopy for residents in and around the project area.

- Requiring that every tenant train its staff in charge of keeping vehicle records in

diesel technologies and compliance with CARB regulations, by attending CARB- approved courses. Also require facility operators to maintain records on-site demonstrating compliance and make records available for inspection by the local jurisdiction, air district, and state upon request.

- Requiring tenants to enroll in the United States Environmental Protection Agency’s SmartWay program, and requiring tenants to use carriers that are SmartWay carriers.

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- Providing tenants with information on incentive programs, such as the Carl Moyer Program and Voucher Incentive Program, to upgrade their fleets.

VI. Noise Impacts Analysis and Mitigation

The noise associated with logistics facilities can be among their most intrusive impacts to nearby sensitive receptors. Various sources, such as unloading activity, diesel truck movement, and rooftop air conditioning units, can contribute substantial noise pollution. These impacts are exacerbated by logistics facilities’ typical 24-hour, seven-days-per-week operation. Construction noise is often even greater than operational noise, so if a project site is near sensitive receptors, developers and lead agencies should adopt measures to reduce the noise generated by both construction and operation activities.

Examples of best practices when studying noise impacts include:

- Preparing a noise impact analysis that considers all reasonably foreseeable project noise impacts, including to nearby sensitive receptors. All reasonably foreseeable project noise impacts encompasses noise from both construction and operations, including stationary, on-site, and off-site noise sources.
- Adopting a lower significance threshold for incremental noise increases when baseline noise already exceeds total noise significance thresholds, to account for the cumulative impact of additional noise and the fact that, as noise moves up the decibel scale, each decibel increase is a progressively greater increase in sound pressure than the last. For example, 70 dBA is ten times more sound pressure than 60 dBA.

Examples of measures to mitigate noise impacts include:

- Constructing physical, structural, or vegetative noise barriers on and/or off the project site.
- Locating or parking all stationary construction equipment as far from sensitive receptors as possible, and directing emitted noise away from sensitive receptors.
- Verifying that construction equipment has properly operating and maintained mufflers.
- Requiring all combustion-powered construction equipment to be surrounded by a noise protection barrier
- Limiting operation hours to daytime hours on weekdays.
- Paving roads where truck traffic is anticipated with low noise asphalt.
- Orienting any public address systems onsite away from sensitive receptors and

setting system volume at a level not readily audible past the property line.

VII. Traffic Impacts Analysis and Mitigation

Warehouse facilities inevitably bring truck and passenger car traffic. Truck traffic can present substantial safety issues. Collisions with heavy-duty trucks are especially dangerous for passenger cars, motorcycles, bicycles, and pedestrians. These concerns can be even greater if

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truck traffic passes through residential areas, school zones, or other places where pedestrians are common and extra caution is warranted.

Examples of measures to mitigate traffic impacts include:

- • Designing, clearly marking, and enforcing truck routes that keep trucks out of residential neighborhoods and away from other sensitive receptors.
- • Installing signs in residential areas noting that truck and employee parking is prohibited.
- • Constructing new or improved transit stops, sidewalks, bicycle lanes, and crosswalks, with special attention to ensuring safe routes to schools.
- • Consulting with the local public transit agency and securing increased public transit service to the project area.
- • Designating areas for employee pickup and drop-off.
- • Implementing traffic control and safety measures, such as speed bumps, speed limits, or new traffic signs or signals.
- • Placing facility entry and exit points on major streets that do not have adjacent sensitive receptors.
- • Restricting the turns trucks can make entering and exiting the facility to route trucks away from sensitive receptors.
- • Constructing roadway improvements to improve traffic flow.
- • Preparing a construction traffic control plan prior to grading, detailing the locations of equipment staging areas, material stockpiles, proposed road closures, and hours of construction operations, and designing the plan to minimize impacts to roads frequented by passenger cars, pedestrians, bicyclists, and other non-truck traffic.

VIII. Other Significant Environmental Impacts Analysis and Mitigation

Warehouse projects may result in significant environmental impacts to other resources, such as to aesthetics, cultural resources, energy, geology, or hazardous materials. All significant adverse environmental impacts must be evaluated, disclosed and mitigated to the extent feasible under CEQA. Examples of best practices and mitigation measures to reduce environmental impacts that do not fall under any of the above categories include:

- • Appointing a compliance officer who is responsible for implementing all mitigation measures, and providing contact information for the compliance officer to the lead agency, to be updated annually.
- • Creating a fund to mitigate impacts on affected residents, schools, places of worship, and other community institutions by retrofitting their property. For example, retaining a contractor to

retrofit/install HVAC and/or air filtration systems, doors, dual-paned windows, and sound- and vibration-deadening insulation and curtains.

- • Sweeping surrounding streets on a daily basis during construction to remove any construction-related debris and dirt.
- • Directing all lighting at the facility into the interior of the site.

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- • Using full cut-off light shields and/or anti-glare lighting.
- • Using cool pavement to reduce heat island effects.
- • Installing climate control in the warehouse facility to promote worker well-being.
- • Installing air filtration in the warehouse facility to promote worker well-being.

The final environmental documents must make sure what you read above from the AG's office is incorporated into this possible warehouse project to protect current nearby residents as well as warehouse workers from both the project site as well as from the project's diesel equipment/truck traffic.. The impacts to the environment will be significantly reduced in our non-attainment area if the project's final documents/staff report/conditions of approval includes what the AG provided above — but currently doesn't. Current C&E documents fail to incorporate suggested reasonable/feasible mitigation in areas such as Noise, Traffic, Light Pollution, Renewable Energy, Air Quality, and Greenhouse Gas (GHG) in both construction and operation. The current C&E's IS/MND doesn't even analyze those listed in the previous sentence for direct, indirect, cumulative and growth inducing impacts

To reduce the exposure of toxic diesel PM emissions in disadvantaged communities already disproportionately impacted by air pollution as are those in C&E's census tract, the final design of the Project should include all existing and emerging zero-emission technologies to minimize diesel PM and oxides of nitrogen (NO_x) emissions, as well as the greenhouse gases that contribute to climate change. CARB encourages cities like Moreno Valley and the C&E applicant to implement the measures listed in Attachment A found below to reduce the Project's construction and operational air pollution emissions.

The CARB's Attachment A mentioned above is found below my name, but the C&E's IS/MND fails to address and incorporate CARB's concerns and strongly worded recommendations for warehouses. It is important that C&E's final environmental documents/staff report/conditions of approval do not make the same omissions as is very apparent in the current IS/MND by incorporating both the AG's letter and CARB's Attachment A into the C&E warehouse final project....otherwise it will be inadequate and harmful to both the environment and people.

The California Air Resources Board (CARB) provided Attachment A found below my name to the city on the Moreno Valley Trade Center (MVTC), the Heacock Commerce Center (HCC), The city therefore had this knowledge during the processing of the C&E's application and failed to apply it up to this point.

There is no excuse for the city not to apply/require that which is contained in CARB's Attachment A from day one on this project and the Sierra Club expects to see them in the final project prior to final approval. We, however, have serious concern that any comments made by the public and agencies will be dealt with seriously and incorporated into the project because the city is pushing for approval in less than 30 days. The City issued the 20 day notice on February 9th for the C&E's Initial Study/Mitigated Negative Declaration (IS/MND) with comments due Wednesday March 1st and final approval before the Planning Commission on March 9th.

Please keep me informed of all documents and meetings related to this project.

Sincerely,

George Hague

Sierra Club

Moreno Valley Group

Conservation Chair

ATTACHMENT A

Recommended Air Pollution Emission Reduction Measures for Warehouses and Distribution Centers

The California Air Resources Board (CARB) recommends developers and government planners use all existing and emerging zero to near-zero emission technologies during project construction and operation to minimize public exposure to air pollution. Below are some measures, currently recommended by CARB, specific to warehouse and distribution center projects. These recommendations are subject to change as new zero-emission technologies become available.

Recommended Construction Measures

1. Ensure the cleanest possible construction practices and equipment are used. This includes eliminating the idling of diesel-powered equipment and providing the necessary

infrastructure (e.g., electrical hookups) to support zero and near-zero equipment and tools.

2. Implement, and plan accordingly for, the necessary infrastructure to support the zero and near-zero emission technology vehicles and equipment that will be operating on site. Necessary infrastructure may include the physical (e.g., needed footprint), energy, and fueling infrastructure for construction equipment, on-site vehicles and equipment, and medium-heavy and heavy-heavy duty trucks.
3. In construction contracts, include language that requires all off-road diesel-powered equipment used during construction to be equipped with Tier 4 or cleaner engines, except for specialized construction equipment in which Tier 4 engines are not available. In place of Tier 4 engines, off-road equipment can incorporate retrofits, such that, emission reductions achieved equal or exceed that of a Tier 4 engine.
4. In construction contracts, include language that requires all off-road equipment with a power rating below 19 kilowatts (e.g., plate compactors, pressure washers) used during project construction be battery powered.
5. In construction contracts, include language that requires all heavy-duty trucks entering the construction site, during the grading and building construction phases be model year 2014 or later. All heavy-duty haul trucks should also meet CARB's lowest optional low-oxides of nitrogen (NO_x) standard starting in the year 2022.¹

¹ In 2013, CARB adopted optional low-NO_x emission standards for on-road heavy-duty engines. CARB encourages engine manufacturers to introduce new technologies to reduce NO_x emissions below the current mandatory on-road heavy-duty diesel engine emission standards for model year 2010 and later. CARB's optional low-NO_x emission standard is available at: <https://www.arb.ca.gov/msprog/onroad/optionnox/optionnox.htm>.

Attachment - 1

6. In construction contracts, include language that requires all construction equipment and fleets to be in compliance with all current air quality regulations. CARB is available to assist in implementing this recommendation.

Recommended Operation Measures

6. Include contractual language in tenant lease agreements that requires tenants to use the cleanest technologies available, and to provide the necessary infrastructure to support zero-emission vehicles and equipment that will be operating on site.
7. Include contractual language in tenant lease agreements that requires all loading/unloading docks and trailer spaces be equipped with electrical hookups for trucks with transport refrigeration units (TRU) or auxiliary power units. This requirement will substantially decrease the amount of time that a TRU powered by a fossil-fueled internal combustion engine can operate at the project site. Use of zero-emission all-electric plug-in TRUs, hydrogen fuel cell transport refrigeration, and cryogenic transport refrigeration are encouraged and can also be included in lease agreements.²
8. Include contractual language in tenant lease agreements that requires all TRUs entering the project site be plug-in capable.
9. Include contractual language in tenant lease agreements that requires future tenants to exclusively use zero-emission light and medium-duty delivery trucks and vans.
10. Include contractual language in tenant lease agreements requiring all TRUs, trucks, and cars entering the Project site be zero-emission.

11. Include contractual language in tenant lease agreements that requires all service equipment (e.g., yard hostlers, yard equipment, forklifts, and pallet jacks) used within the project site to be zero-emission. This equipment is widely available.
12. Include contractual language in tenant lease agreements that requires all heavy-duty trucks entering or on the project site to be model year 2014 or later, expedite a transition to zero-emission vehicles, and be fully zero-emission beginning in 2030.

² CARB's Technology Assessment for Transport Refrigerators provides information on the current and projected development of TRUs, including current and anticipated costs. The assessment is available at: https://www.arb.ca.gov/msprog/tech/techreport/tru_07292015.pdf.

Attachment - 2

8. Include contractual language in tenant lease agreements that requires the tenant be in, and monitor compliance with, all current air quality regulations for on-road trucks including CARB's Heavy-Duty (Tractor-Trailer) Greenhouse Gas Regulation,³ Periodic Smoke Inspection Program (PSIP),⁴ and the Statewide Truck and Bus Regulation.⁵
 9. Include contractual language in tenant lease agreements restricting trucks and support equipment from idling longer than 5 minutes while on site.
10. Include contractual language in tenant lease agreements that limits on-site TRU diesel engine runtime to no longer than 15 minutes. If no cold storage operations are planned, include contractual language and permit conditions that prohibit cold storage operations unless a health risk assessment is conducted, and the health impacts fully mitigated.
11. Include rooftop solar panels for each proposed warehouse to the extent feasible, with a capacity that matches the maximum allowed for distributed solar connections to the grid.

³ In December 2008, CARB adopted a regulation to reduce greenhouse gas emissions by improving the fuel efficiency of heavy-duty tractors that pull 53-foot or longer box-type trailers. The regulation applies primarily to owners of 53-foot or longer box-type trailers, including both dry-van and refrigerated-van trailers, and owners of the heavy-duty tractors that pull them on California highways. CARB's Heavy-Duty (Tractor-Trailer) Greenhouse Gas Regulation is available at: <https://www.arb.ca.gov/cc/hdghg/hdghg.htm>.

⁴ The PSIP program requires that diesel and bus fleet owners conduct annual smoke opacity inspections of their vehicles and repair those with excessive smoke emissions to ensure compliance. CARB's PSIP program is available at: <https://www.arb.ca.gov/enf/hdvp/hdvp.htm>.

⁵ The regulation requires that newer heavier trucks and buses must meet particulate matter filter requirements beginning January 1, 2012. Lighter and older heavier trucks must be replaced starting January 1, 2015. By January 1, 2023, nearly all trucks and buses will need to have 2010 model year engines or equivalent. CARB's Statewide Truck and Bus Regulation is available at: <https://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>.

BLUM, COLLINS & HO, LLP

ATTORNEYS AT LAW
 AON CENTER
 707 WILSHIRE BOULEVARD
 SUITE 4880
 LOS ANGELES, CALIFORNIA 90017
 (213) 572-0400

February 27, 2023

Julia Descoteaux
 Senior Planner
 City of Moreno Valley
 14177 Frederick Street
 Moreno Valley, CA 92552

VIA EMAIL TO:
 juliad@moval.org

SUBJECT: COMMENTS ON COTTONWOOD AND EDGEMONT MND (SCH NO. 2023020234)

Dear Ms. Descoteaux:

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

1.0 Summary

The project proposes the construction and operation of two (2) light industrial buildings with a total combined building floor area of 99,630 square feet (s.f.) on an approximately 7.94-gross-acre property (6.88 net acres). Each proposed building will be a total of 49,815 s.f., comprised of 45,815 s.f. of warehousing space and 4,000 s.f. of office space. Each building includes 52 passenger vehicle parking spaces. Building 1 includes 17 truck/trailer parking spaces and Building 2 includes 9 truck/trailer parking spaces.

3.0 Air Quality

Please refer to attachments from SWAPE for a complete technical commentary and analysis.

The MND does not include for analysis relevant environmental justice issues in reviewing potential impacts, including cumulative impacts from the proposed project. This is especially

significant as the surrounding community is highly burdened by pollution. According to CalEnviroScreen 4.0¹, CalEPA's screening tool that ranks each census tract in the state for pollution and socioeconomic vulnerability, the proposed project's census tract (6065042505) ranks worse than 99% of the rest of the state overall in overall pollution burden. The surrounding community, including residences immediately adjacent (shares property line with the project site) to the north and south, Edgemont Elementary School to the north, and additional residences to the east, bears the impact of multiple sources of pollution and is more polluted than other census tracts in many pollution indicators measured by CalEnviroScreen. For example, the project census tract ranks in the 99th percentile for ozone burden, 64th percentile for particulate matter (PM) 2.5 burden, 64th percentile for diesel PM burden, and 84th percentile for traffic burdens. All of these environmental factors are typically attributed to heavy truck activity in the area. Ozone can cause lung irritation, inflammation, and worsening of existing chronic health conditions, even at low levels of exposure². The very small particles of diesel PM can reach deep into the lung, where they can contribute to a range of health problems. These include irritation to the eyes, throat and nose, heart and lung disease, and lung cancer³.

The census tract also bears more impacts from cleanup sites than 83% of the state. Chemicals in the buildings, soil, or water at cleanup sites can move into nearby communities through the air or movement of water⁴.

The census tract also ranks in the 80th percentile for impacts from toxic releases. People living near facilities that emit toxic releases may breathe contaminated air regularly or if contaminants are released during an accident⁵.

The census tract also ranks in the 67th percentile for solid waste facility impacts and 57th percentile for hazardous waste facility impacts. Solid waste facilities can expose people to hazardous chemicals, release toxic gases into the air (even after these facilities are closed), and chemicals can leach into soil around the facility and pose a health risk to nearby populations⁶. Hazardous waste generators and facilities contribute to the contamination of air, water and soil near waste generators and facilities can harm the environment as well as people⁷.

¹ CalEnviroScreen 4.0 <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>

² OEHHA Ozone <https://oehha.ca.gov/calenviroscreen/indicator/air-quality-ozone>

³ OEHHA Diesel Particulate Matter <https://oehha.ca.gov/calenviroscreen/indicator/diesel-particulate-matter>

⁴ OEHHA Cleanup Sites <https://oehha.ca.gov/calenviroscreen/indicator/cleanup-sites>

⁵ OEHHA Toxic Releases <https://oehha.ca.gov/calenviroscreen/indicator/toxic-releases-facilities>

⁶ OEHHA Solid Waste Facilities <https://oehha.ca.gov/calenviroscreen/indicator/solid-waste-sites-and-facilities>

⁷ OEHHA Hazardous Waste Generators and Facilities <https://oehha.ca.gov/calenviroscreen/indicator/hazardous-waste-generators-and-facilities>

Further, the census tract is a diverse community including 82% Hispanic and 10% African-American residents, whom are especially vulnerable to the impacts of pollution. The community has a high rate of low educational attainment, meaning 94% of the census tract over age 25 has not attained a high school diploma. The community also has a high rate of poverty, meaning 98% of the households in the census tract have a total income before taxes that is less than the poverty level. Income can affect health when people cannot afford healthy living and working conditions, nutritious food and necessary medical care⁸. Poor communities are often located in areas with high levels of pollution⁹. Poverty can cause stress that weakens the immune system and causes people to become ill from pollution¹⁰. Living in poverty is also an indication that residents may lack health insurance or access to medical care. Medical care is vital for this census tract as it ranks in the 85th percentile for incidence of cardiovascular disease and 69th percentile for incidence of asthma. The community also has a high rate of linguistic isolation, meaning 79% of the census tract speaks little to no English and faces further inequities as a result.

Additionally, the proposed project's census tract (6065042505) and the census tracts adjacent to the project site (6065046700 (south) and 6065042506 (east)) are identified as SB 535 Disadvantaged Communities¹¹. This indicates that cumulative impacts of development and environmental impacts in the City are disproportionately impacting these communities. The MND does not discuss that the project site and surrounding area are disadvantaged communities and does not utilize this information in its analysis. The MND has not considered the environmental impacts in relation to the SB 535 status of the project census tract and surrounding area. The negative environmental, health, and quality of life impacts of the warehousing and logistics industry in Moreno Valley have become distinctly inequitable. The severity of environmental impacts particularly on these Disadvantaged Communities must be included for analysis as part of an EIR.

California's Building Energy Code Compliance Software (CBECC) is the State's only approved energy compliance modeling software for non-residential buildings in compliance with Title 24¹². CalEEMod is not listed as an approved software. The CalEEMod-based modeling in the MND and appendices does not comply with the 2022 Building Energy Efficiency Standards and under-reports the project's significant Energy impacts and fuel consumption to the public and decision makers. Since the MND did not accurately or adequately model the energy impacts in compliance with Title 24, a finding of significance must be made. An EIR with modeling using the approved

⁸ OEHHA Poverty <https://oehha.ca.gov/calenviroscreen/indicator/poverty>

⁹ Ibid.

¹⁰ Ibid.

¹¹ OEHHA SB 535 Census Tracts <https://oehha.ca.gov/calenviroscreen/sb535>

¹² California Energy Commission 2022 Energy Code Compliance Software <https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency-1>

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

4.0 Hazards and Hazardous Materials

The proposed project site is within March Air Reserve Base (MARB)/Inland Port Airport Inner Approach/Departure Zone (Compatibility Zone B1) and the Primary Approach/Departure Zone (Compatibility Zone C1). The MND excludes that the project site is also within Accident Potential Zone II (APZ II). An EIR must be prepared to include this information for analysis in order to provide an adequate and accurate environmental analysis.

The MND provides a very brief statement that “non-sensitive uses – like the light industrial use proposed by the Project – are allowed within Zones B1 and C1 subject to density restrictions. The Project would be consistent with the density restrictions of the ALUCP,” and concludes that the project will have less than significant impacts. The MND has not provided any supporting evidence to substantiate these claims, such as including the density restrictions of the MARB/IPA ALUCP and demonstrating how the project complies with them.

Further, Moreno Valley Municipal Code Section 9.07.060 - Airport Land Use Compatibility Plan¹³ subsection (F) states that “other types of land use actions are subject to review under the circumstances described in Section 1.5 of Chapter 2 Countywide Policies of the Riverside County airport land use compatibility plan.” Section 1.5.3: Major Land Use Actions within RCALUC Chapter 2 - Countywide Policies¹⁴ states that ALUC review of the following actions are required to be reviewed:

“Section 1.5.3: Major Land Use Actions

A) Actions affecting land uses within any compatibility zone.

(5) Any discretionary development proposal for projects having a building floor area of 20,000 square feet or greater unless only ministerial approval (e.g., a building permit) is required.

(9) Proposals for new development (including buildings, antennas, and other structures) having a height of more than: 35 feet within Compatibility Zone B1, B2, or a Height Review Overlay Zone;

¹³ Moreno Valley Municipal Code Section 9.07.060

https://library.qcode.us/lib/moreno_valley_ca/pub/municipal_code/item/title_9-chapter_9_07-article_i-9_07_060

¹⁴ RCALUC Chapter 2 - Countywide Policies

<https://www.rcaluc.org/Portals/13/PDFGeneral/plan/newplan/04-%20Vol.%201%20County%20wide%20Policies.pdf>

(d) Any other proposed land use action, as determined by the local planning agency, involving a question of compatibility with airport activities.”

Regarding Section 1.5.3(a), the proposed project is subject to RCALUC review due to the size of its building floor area (requirement 5) and height of 41 feet (requirement 9). Further, regarding Section 1.5.3(d), the proposed project is subject to RCALUC review due to Moreno Valley Municipal Code Section 9.07.060(H)(5)(c) that states, “Where a discretionary action is proposed within an APZ, or Clear Zone, the Department of the Air Force, 452d Air Mobility Wing (AFRC) March Air Reserve Base shall be consulted to determine whether the proposed discretionary action is consistent with the Air Force guidance referenced above. Such consultation would be in addition to, and shall not be in lieu of, requirements of the March ALUCP, or any review for airport land use compatibility that may be required by the Riverside County ALUC.” The proposed project is within APZ II and requires consultation with the Department of the Air Force. Therefore, there is an inherent question of compatibility with airport activities. Notably, the MND has not provided any information regarding consultation with the Department of the Air Force. An EIR must be prepared to provide this information for analysis in order to provide an adequate and accurate environmental analysis. Delaying this review until after the CEQA process is implementation of the project prior to CEQA review and deferred mitigation in violation of CEQA. An EIR must be prepared that includes a review and comment letter regarding the proposed development plans from the Department of the Air Force and RCALUC.

6.0 Land Use and Planning

The MND does not provide a consistency analysis with the Municipal Code. As stated above, the project is not consistent with Moreno Valley Municipal Code Section 9.07.060 and has not demonstrated consistency with the MARB/IPA ALUCP. An EIR must be prepared with this information for analysis in order to provide an adequate and accurate environmental analysis.

The MND does not include a consistency analysis with any land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect, such as the General Plan. The MND is inadequate as an informational document and an EIR must be prepared with a consistency analysis with all General Plan policies, including the following:

LCC.1-8: Promote a land and resource efficient development pattern in order to support efficient delivery of public services and infrastructure, conserve open space lands surrounding the city, reduce vehicle trip lengths and improve air quality.

LCC.1-12: Balance levels of employment and housing within the community to provide more opportunities for Moreno Valley residents to work locally, cut commute times, and improve air quality.

C.2-6: Wherever possible, minimize the frequency of access points along streets by the consolidation of access points between adjacent properties on all circulation element streets, excluding collectors.

C.3-1: Strive to maintain Level of Service (LOS) "C" on roadway links, wherever possible, and LOS "D" in the vicinity of SR 60 and high employment centers. Strive to maintain LOS "D" at intersections during peak hours.

C.3-3: Where new developments would increase traffic flows beyond the LOS C (or LOS D, where applicable), require appropriate and feasible improvement measures as a condition of approval. Such measures may include extra right-of-way and improvements to accommodate additional left-turn and right-turn lanes at intersections, or other improvements.

C.3-4: Require development projects to complete traffic impact studies that conduct vehicle miles traveled analysis and level of service assessment as appropriate per traffic impact study guidelines.

C.5-1: Work to reduce VMT through land use planning, enhanced transit access, localized attractions, and access to nonautomotive modes.

Goal EJ-1: Reduce pollution exposure and improve community health.

EJ.1-3: Require new development that would locate sensitive uses adjacent to sources of toxic air contaminants (TAC) to be designed to minimize any potential health risks, consistent with State law.

Providing a complete consistency/inconsistency analysis is vital as the project is immediately adjacent to residential properties in a SB35 designated Disadvantaged Community.

The MND also states that the project "the Project would not conflict with any applicable goals, objectives, and policies of the SCAQMD's AQMP, SCAG's Connect SoCal 2020-2045 RTP/SCS, and SCAG's Regional Comprehensive Plan," resulting in less than significant impacts. However, the MND does not provide any meaningful supporting evidence or consistency analysis with SCAG's 2020-2045 Connect SoCal RTP/SCS to support this conclusion, in violation of CEQA's requirements for meaningful disclosure (CEQA § 21003(b)). Due to errors in modeling and modeling without supporting evidence, as noted throughout this comment letter, the proposed project has significant potential for inconsistency with Goal 5 to reduce greenhouse gas emissions and improve air quality, Goal 6 to support healthy and equitable communities, and Goal 7 to adapt to a changing climate. An EIR must be prepared to include an analysis with the 2020-2045 RTP/SCS Connect SoCal document.

14.0 Population and Housing

The MND utilizes uncertain language and does not provide any meaningful analysis or supporting evidence to substantiate the conclusion that there will be no significant impact to population and housing. The MND states that “it is *anticipated* that the employment base for both the construction and operational phases of the Project would come from the existing population in the Inland Empire, which comprises western Riverside County and southwestern San Bernardino County.” Relying on the workforce population of the entire Inland Empire region will increase project related VMT. The MND does not provide a calculation of jobs created by the project during construction or operations.

The MND has not provided any calculation of the jobs generated by the project or evidence that the Inland Empire region’s workforce population is qualified for or interested in work in the industrial sector. SCAG’s Employment Density Study¹⁵ provides the following applicable employment generation rates for Riverside County:

Warehouse: 1 employee per 581 square feet

Office: 1 employee per 481 square feet

Applying these ratios results in the following calculation:

Warehouse: $91,630 \text{ sf} / 581 = 158$

Office: $8,000 \text{ sf} / 481 \text{ sf} = 17$

Total: 175 employees

Utilizing SCAG’s Employment Density Study ratios, the proposed project will generate 175 employees. The MND utilizes uncertain and misleading language which does not provide any meaningful analysis of the project’s population and employment generation. In order to comply with CEQA’s requirements for meaningful disclosure, an EIR must be prepared to provide an accurate estimate of employees generated by all uses of the proposed project. It must also provide demographic and geographic information on the location of qualified workers to fill these positions.

Additionally, the MND concludes that the “*region* already contains an ample supply of potential employees under existing conditions and the Project’s labor demand is not *expected* to draw

¹⁵ SCAG Employment Density Study

<http://www.mwcog.org/file.aspx?A=OTTITR24POOOUIw5mPNzK8F4d8djdJe4LF9Exj6lXOU%3D>

substantial numbers of new residents to the area” without providing any meaningful evidence to support this claim, such as the current number of residents or the anticipated increase in residents generated by approved projects or cumulative projects in the pipeline. The analysis must provide meaningful evidence to support the conclusion that the project will not induce unplanned indirect or direct population growth.

SCAG’s Connect SoCal Demographics and Growth Forecast¹⁶ notes that the City will add 29,400 jobs between 2016 - 2045. Utilizing SCAG’s Employment Density Study calculation of 175 employees, the project represents 0.59% of the City’s employment growth from 2016 - 2045. An EIR must be prepared to include this analysis, and also provide a cumulative analysis discussion of projects approved since 2016 and projects “in the pipeline” to determine if the project will exceed SCAG’s employment growth forecast for the City. For example, other recent industrial projects such as Old 215 Business Park (345 employees), Compass Danbe Centerpointe Warehouse (677 employees), and World Logistics Center (20,300 direct jobs plus 7,386 indirect/induced jobs in the County (3,693 jobs induced within City) total jobs in city = 23,993), combined with the proposed project will cumulatively generate 25,190 employees, which is 85% of the City’s employment growth forecast over 29 years accounted for by only four recent industrial projects. This number increases exponentially when the City’s commercial development activity is added to the calculation. An EIR must be prepared to include a cumulative analysis on this topic.

17.0 Transportation

The project’s VMT impacts are misrepresented by the WRCOG VMT modeling. The MND relies upon a VMT screening analysis which concludes that the proposed project site is located in a low VMT-generating Traffic Analysis Zone (TAZ) which results in less than significant Transportation impacts. The VMT Appendix C states the project is located in TAZ ID 3,670 (WRCOG VMT Modeling Program notes it is TAZ ID 1228), which is bound by Eucalyptus Ave. to the north, Day St. to the west, Alessandro Blvd. to the south, and 215 Frontage Road to the east. The TAZ is mostly comprised of primarily vacant land and underdeveloped properties with other low-density residential development and a few commercial properties. The proposed project is unique in that the TAZ in which the Project site is located does not contain any other operational warehouse buildings and is at least 50% vacant land. The VMT screening analysis does not adequately or accurately represent the VMT impacts of the proposed project and an EIR must be prepared with a project-specific VMT analysis. The operational nature of industrial/warehouse uses involves high rates of truck/trailer VMT due to traveling from large regional distribution

¹⁶ SCAG Connect SoCal Demographics and Growth Forecast adopted September 3, 2020
https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_demographics-and-growth-forecast.pdf?1606001579

centers to smaller industrial parks (such as the proposed project) and then to their final delivery destinations.

Additionally, Table 4.2 Trip Summary of the Air Quality Appendix CalEEMod output sheets indicates that the project will generate approximately 1,627,311 annual VMT (1,627,311 / 365 days = 4,458 daily total VMT). This is exponentially higher than the VMTs reported in the Appendix. Notably, the VMT analysis states that the project TAZ VMT is 10.21 VMT per employee, which is lower than the Citywide employment-based VMT of 11.01 VMT per employee. This is a negligible difference 0.80 miles traveled. Fehr and Peer's WRCOG SB 743 Implementation Pathway Document Package¹⁷ states that the Governor's Office of Planning and Research (OPR) "recommends that a per capita or per employee VMT that is fifteen percent below that of existing development" is a reasonable threshold to determine that a project would have a less than significant VMT impact. The MND's 0.80 mile reduction is a 7.26% reduction in VMT compared to the Citywide daily average VMT, which does not meet the OPR threshold of a 15% reduction in existing VMT because it is only a 7.08% reduction. Additionally, the MND is internally inconsistent as the Transportation analysis relies on a low VMT area to conclude impacts will be less than significant while the Population and Housing analysis relies on the workforce of the entire Inland Empire region to fill its jobs, which will exponentially increase project generated VMT.

An EIR must be prepared with a project-specific VMT analysis that includes a quantified VMT analysis with all truck/trailer and delivery van activity to adequately and accurately analyze the potentially significant project transportation impacts. Including truck/trailer and delivery van VMT for analysis of industrial projects is vital as these trips are unable to be diverted to other modes of transportation (walking, biking, public transit, etc.).

The MND has not adequately analyzed the project's potential to substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses; or the project's potential to result in inadequate emergency access. The MND has not provided any exhibits depicting the available truck/trailer turning radius at the intersection of the project driveways to determine if there is enough space available to accommodate heavy truck maneuvering. There are no exhibits depicting the available space onsite throughout the project site to accommodate heavy truck maneuvering. There are also no exhibits depicting emergency vehicle access. Deferring this environmental analysis required by CEQA to the construction permitting phase is improper mitigation and does not comply with CEQA's requirement for meaningful disclosure and adequate informational documents. An EIR must be prepared for the

¹⁷ WRCOG SB 743 Implementation Pathway Document Package <https://www.fehrandpeers.com/wp-content/uploads/2019/12/WRCOG-SB743-Document-Package.pdf>

proposed project with this analysis in order to provide an adequate and accurate environmental analysis.

21.0 Mandatory Findings of Significance

An EIR must be prepared to include a cumulative analysis discussion here to demonstrate the impact of the proposed project in a cumulative setting. For example, SCAG's Connect SoCal Demographics and Growth Forecast notes that the City will add 29,400 jobs between 2016 - 2045. Other recent industrial projects such as Old 215 Business Park (345 employees), Compass Danbe Centerpointe Warehouse (677 employees), and World Logistics Center (20,300 direct jobs plus 7,386 indirect/induced jobs in the County (3,693 jobs induced within City) total jobs in city = 23,993), combined with the proposed project will cumulatively generate 25,190 employees, which is 85% of the City's employment growth forecast over 29 years accounted for by only four recent industrial projects. This number increases exponentially when the City's commercial development activity is added to the calculation. An EIR must be prepared to include this information for analysis and also include a cumulative development analysis of projects approved since 2016 and projects "in the pipeline" to determine if the proposed project exceeds the General Plan growth estimates and/or SCAG's growth forecasts for cumulative analysis. Further, the project has not demonstrated compliance with Municipal Code Section [9.07.060](#) and the MARB/IPA ALUCP, and this information is not included for analysis here either.

Conclusion

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

Sincerely,



Gary Ho
Blum, Collins & Ho LLP

Attachment: SWAPE Analysis



Technical Consultation, Data Analysis and
Litigation Support for the Environment

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

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

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

February 27, 2023

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

Subject: Comments on the Cottonwood and Edgemont Project (SCH No. 2023020234)

Dear Mr. Ho,

We have reviewed the February 2023 Initial Study and Mitigated Negative Declaration (“IS/MND”) for the Cottonwood and Edgemont Project (“Project”) located in the City of Moreno Valley (“City”). The Project proposes to construct 99,360-square-feet (“SF”) of industrial space, 4,000-SF of office space, and 130 parking spaces on the 6.88-acre site.

Our review concludes that the IS/MND fails to adequately evaluate the Project’s air quality, health risk, and greenhouse gas impacts. As a result, emissions and health risk impacts associated with construction and operation of the proposed Project are underestimated and inadequately addressed. An Environmental Impact Report (“EIR”) should be prepared to adequately assess and mitigate the potential air quality, health risk, and greenhouse gas impacts that the project may have on the environment.

Air Quality

Unsubstantiated Input Parameters Used to Estimate Project Emissions

The IS/MND’s air quality analysis relies on emissions calculated with California Emissions Estimator Model (“CalEEMod”) Version 2020.4.0 (p. 39).¹ CalEEMod provides recommended default values based on site-specific information, such as land use type, meteorological data, total lot acreage, project type and typical equipment associated with project type. If more specific project information is known, the user can change the default values and input project-specific values, but the California Environmental

¹ “CalEEMod Version 2020.4.0.” California Air Pollution Control Officers Association (CAPCOA), May 2021, available at: <http://www.aqmd.gov/caleemod/download-model>.

Quality Act (“CEQA”) requires that such changes be justified by substantial evidence. Once all of the values are inputted into the model, the Project’s construction and operational emissions are calculated, and “output files” are generated. These output files disclose to the reader what parameters are utilized in calculating the Project’s air pollutant emissions and make known which default values are changed as well as provide justification for the values selected.

When reviewing the Project’s CalEEMod output files, provided in the Air Quality Impact Analysis (“AQIA”) and the Greenhouse Gas Analysis (“GHG Analysis”) as Appendix A1 and Appendix G to the IS/MND, respectively, we found that several model inputs are not consistent with information disclosed in the IS/MND. As a result, the Project’s construction and operational emissions may be underestimated. An updated EIR should be prepared to include an updated air quality analysis that adequately evaluates the impacts that construction and operation of the Project will have on local and regional air quality.

Unsubstantiated Reductions to Architectural Coating Emission Factors

Review of the CalEEMod output files demonstrates that the “Cottonwood & Edgemont (Construction – Unmitigated)” model includes reductions to the default architectural coating emission factors (see excerpt below) (Appendix A1, pp. 123, 149; Appendix G, pp. 76).

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	50.00

As demonstrated above, the nonresidential exterior and interior architectural coating emission factors are reduced from the default values of 100- to 50-grams per liter (“g/L”). As previously mentioned, the CalEEMod User’s Guide requires any changes to model defaults be justified.² According to the “User Entered Comments & Non-Default Data” table, the justification provided for these changes is:

“Rule 1113” (Appendix A1, pp. 123, 149; Appendix G, pp. 76).

Furthermore, regarding the rules and regulations that would apply to the proposed project, the AQIA states:

“SCAQMD RULE 1113 This rule serves to limit the Volatile Organic Compound (VOC) content of architectural coatings used on projects in the SCAQMD. Any person who supplies, sells, offers for sale, or manufactures any architectural coating for use on projects [...]

Although the Project would comply with the above regulatory requirements, it should be noted that emission reductions associated with Rules 401, 402, 1301, and 2305 cannot be quantified in the California Emissions Estimator Model (CalEEMod) and are therefore not reflected in the emissions presented herein. Conversely, Rule 403 (Fugitive Dust) (2) and Rule 1113

² “CalEEMod User’s Guide.” California Air Pollution Control Officers Association (CAPCOA), May 2021, available at: <https://www.aqmd.gov/caleemod/user's-guide>, p. 1, 14.

(Architectural Coatings) (3) can be modeled in CalEEMod. As such, credit for Rule 403 and Rule 1113 have been taken in the analysis.” (p. 2, 3).

However, these reductions remain unsubstantiated, as we cannot verify the accuracy of the revised architectural coating emission factors based on SCAQMD Rule 1113 alone. The SCAQMD Rule 1113 Table of Standards provides the required VOC limits (grams of VOC per liter of coating) for 57 different coating categories.³ The VOC limits for each coating varies from a minimum value of 50 g/L to a maximum value of 730 g/L. As such, we cannot verify that SCAQMD Rule 1113 substantiates reductions to the default coating values without more information regarding what category of coating will be used. As the IS/MND fails to explicitly require the use of a specific type of coating which would adhere to a specific VOC limit, we are unable to verify the model’s revised architectural coating emission factors.

These unsubstantiated reductions present an issue, as CalEEMod uses the architectural coating emission factors to calculate the Project’s reactive organic gas/volatile organic compound (“ROG”/“VOC”) emissions.⁴ By including unsubstantiated reductions to the default architectural coating emission factors, the model may underestimate the Project’s construction-related ROG/VOC emissions and should not be relied upon to determine Project significance.

Unsubstantiated Changes to Individual Construction Phase Lengths

Review of the CalEEMod output files demonstrates that the “Cottonwood & Edgemont (Construction – Unmitigated)” model includes several changes to the default individual construction phase lengths (see excerpt below) (Appendix A1, pp. 123, 149; Appendix G, pp. 76).

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	NumDays	20.00	23.00
tblConstructionPhase	NumDays	230.00	130.00
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	20.00	10.00

As a result of these changes, the model includes the following construction schedule (see excerpt below) (Appendix A2, pp. 129, 155; Appendix G, pp. 82, 83).

³ SCAQMD Rule 1113 Advisory Notice.” SCAQMD, February 2016, available at: <http://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1113.pdf?sfvrsn=24>, p. 1113-14, Table of Standards 1.

⁴ “CalEEMod User’s Guide.” California Air Pollution Control Officers Association (CAPCOA), May 2021, available at: <https://www.aqmd.gov/caleemod/user's-guide>, p. 35, 40.

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days
1	Site Preparation	Site Preparation	2/1/2023	2/28/2023	5	20
2	Grading	Grading	3/1/2023	3/31/2023	5	23
3	Building Construction	Building Construction	4/1/2023	9/29/2023	5	130
4	Paving	Paving	9/30/2023	10/13/2023	5	10
5	Architectural Coating	Architectural Coating	10/14/2023	10/27/2023	5	10

As demonstrated above, the site preparation phase is increased by 100%, from the default value of 10 to 20 days; the grading phase is increased by 15%, from the default value of 20 to 23 days; the building construction phase is decreased by 43%, from the default value of 230 to 130 days; and the paving and architectural coating phases are each decreased by 50%, from their default values of 20 to 10 days. As previously mentioned, the CalEEMod User’s Guide requires any changes to model defaults be justified.⁵ According to the “User Entered Comments & Non-Default Data” table, the justification provided for these changes is:

“Construction schedule based on information provided by the Project Applicant” (Appendix A1, pp. 122, 148; Appendix G, pp. 75).

Additionally, regarding the Project’s anticipated construction schedule, the IS/MND states:

“Based on information provided by the Project Applicant, the Project is anticipated to be constructed over a period of approximately 193 workdays (8 months)” (p. 6).

Furthermore, the IS/MND provides the following table (see excerpt below) (p. 6).

Table 1 Estimated Construction Schedule

Construction Activity	Start Date	End Date	Days
Site Preparation	02/01/2023	02/28/2023	20
Grading	03/01/2023	03/31/2023	23
Building Construction	04/01/2023	09/29/2023	130
Paving	10/02/2023	10/13/2023	10
Architectural Coating	10/14/2023	10/27/2023	10

Source: (Urban Crossroads, 2022c, Table 3-1)

However, the changes to the individual construction phase lengths remain unsubstantiated. While the IS/MND states that the total length of Project construction would be 8 months, the IS/MND fails to provide an adequate source for the individual construction phase lengths. As presented in Table 1, the source for the above-mentioned construction schedule is the CalEEMod output files themselves (p. 6). This is incorrect, as the Project documents should substantiate the changes included in the CalEEMod

⁵ “CalEEMod User’s Guide.” California Air Pollution Control Officers Association (CAPCOA), May 2021, available at: <https://www.aqmd.gov/caleemod/user's-guide>, p. 1, 14.

model, not vice versa.⁶ As the IS/MND fails to provide an adequate source for the revised construction phase lengths, we cannot verify the changes. Until a proper source is provided, the model should have included proportionately altered individual phase lengths to match the proposed construction duration of 8 months.⁷

These unsubstantiated changes present an issue, as the construction emissions are improperly spread out over a longer period of time for some phases, but not for others. According to the CalEEMod User's Guide, each construction phase is associated with different emissions activities (see excerpt below).⁸

Demolition involves removing buildings or structures.

Site Preparation involves clearing vegetation (grubbing and tree/stump removal) and removing stones and other unwanted material or debris prior to grading.

Grading involves the cut and fill of land to ensure that the proper base and slope is created for the foundation.

Building Construction involves the construction of the foundation, structures and buildings.

Architectural Coating involves the application of coatings to both the interior and exterior of buildings or structures, the painting of parking lot or parking garage striping, associated signage and curbs, and the painting of the walls or other components such as stair railings inside parking structures.

Paving involves the laying of concrete or asphalt such as in parking lots, roads, driveways, or sidewalks.

By disproportionately altering and extending some of the individual construction phase lengths without proper justification, the model assumes there are a greater number of days to complete the construction activities required by the prolonged phases. As a result, there will be less construction activities required per day and, consequently, less pollutants emitted per day. Therefore, the model may underestimate the peak daily emissions associated with some phases of construction and should not be relied upon to determine Project significance.

Unsubstantiated Changes to Construction Off-Road Equipment Unit Amounts

Review of the CalEEMod output files demonstrates that the "Cottonwood & Edgemont (Construction-Unmitigated)" model includes several changes to the off-road construction equipment unit amounts (see excerpt below) (Appendix A1, pp. 124, 150; Appendix G, pp. 77).

⁶ "CalEEMod User's Guide." California Air Pollution Control Officers Association (CAPCOA), May 2021, available at: <https://www.aqmd.gov/caleemod/user's-guide>, p. 13, 14.

⁷ See Attachment A for proportionally altered construction schedule.

⁸ "CalEEMod User's Guide." California Air Pollution Control Officers Association (CAPCOA), May 2021, available at: <https://www.aqmd.gov/caleemod/user's-guide>, p. 32.

Table Name	Column Name	Default Value	New Value
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	1.00

As previously mentioned, the CalEEMod User’s Guide requires any changes to model defaults be justified.⁹ According to the “User Entered Comments & Non-Default Data” table, the justification provided for these changes is:

“Equipment based on information provided by the Project Applicant” (Appendix A1, pp. 122, 148; Appendix G, pp. 75).

Furthermore, the IS/MND provides the following construction scenario assumptions (see excerpt below) (p. 7, Table 2):

Table 2 Estimated Construction Equipment Fleet

Construction Activity	Equipment	Amount	Hours Per Day
Site Preparation	Skip Loaders	1	8
	Tractors/Loaders/Backhoes	1	8
Grading	Blade	1	8
	Rubber Tired Dozers	1	8
	Scrapers	4	8
	Tractors/Loaders/Backhoes	1	8
Building Construction	Crane	1	8
	Forklifts	3	8
	Tractors/Loaders/Backhoes	2	8
	Welders	1	8
Paving	Blade	1	8
	Paving Equipment	1	8
	Rollers	2	8
	Skip Loaders	1	8
Architectural Coating	Air Compressors	1	8

Source: (Urban Crossroads, 2022c, Table 3-2)

⁹ “CalEEMod User’s Guide.” CAPCOA, November 2017, available at: http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 2, 9

However, the revisions to the construction off-road equipment unit amounts remain unsupported. As presented in Table 2, the source for the construction equipment unit amounts is the CalEEMod output files themselves. This is incorrect, as the Project documents should substantiate the changes included in the CalEEMod model, not vice versa.¹⁰ As the IS/MND fails to provide an adequate source for the off-road construction equipment unit amounts, we cannot verify the changes.

These unsubstantiated changes present an issue, as CalEEMod uses the off-road equipment unit amounts to calculate the emissions associated with off-road construction equipment.¹¹ By including unsubstantiated changes to the default off-road construction equipment unit amounts, the model may underestimate the Project’s construction-related emissions and should not be relied upon to determine Project significance.

Underestimated Number of Operational Saturday and Sunday Vehicle Trips

According to the Trip Generation Assessment (“TA”) provided as Appendix K1 to the IS/MND, the Project is expected to generate 438 daily vehicle trips for the General Light Industrial land use and 24 daily vehicle trips for the High-Cube Cold Storage land use (see excerpt below) (p. 3, Table 2).

TABLE 2: PROPOSED PROJECT TRIP GENERATION SUMMARY

Land Use	Quantity Units ¹	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Actual Vehicles:								
General Light Industrial (90%)	89.667 TSF							
Passenger Cars:		58	8	66	8	50	58	414
2-axle Trucks:		0	0	0	0	0	0	4
3-axle Trucks:		0	0	0	0	0	0	6
4+axle Trucks:		0	0	0	0	0	0	14
Total Truck Trips (Actual Vehicles):		0	0	0	0	0	0	24
Total Trips (Actual Vehicles)²		58	8	66	8	50	58	438
High-Cube Cold Storage (10%)	9.963 TSF							
Passenger Cars:		1	0	1	0	1	1	14
2-axle Trucks:		0	0	0	0	0	0	4
3-axle Trucks:		0	0	0	0	0	0	2
4+axle Trucks:		0	0	0	0	0	0	4
Total Truck Trips (Actual Vehicles):		0	0	0	0	0	0	10
Total Trips (Actual Vehicles)²		1	0	1	0	1	1	24

As such, the Project’s models should have included trip rates that reflect the estimated number of average daily vehicle trips. However, review of the CalEEMod output files demonstrates that the “Cottonwood & Edgemont (General Light Industrial Operations)” model includes only 37.05 Saturday and 14.38 Sunday vehicle trips. Furthermore, the “Cottonwood & Edgemont (High-Cube Cold Storage Operations)” model includes only 2.03 Saturday and 0.81 Sunday vehicle trips (see excerpts below) (Appendix A1, pp. 185, 201, 218, 232; Appendix G, pp. 119, 144).

¹⁰ “CalEEMod User’s Guide.” California Air Pollution Control Officers Association (CAPCOA), May 2021, available at: <https://www.aqmd.gov/caleemod/user's-guide>, p. 13, 14.

¹¹ “CalEEMod User’s Guide.” CAPCOA, November 2017, available at: http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 32

General Light Industrial Operations

Land Use	Average Daily Trip Rate		
	Weekday	Saturday	Sunday
City Park	0.00	0.00	0.00
General Heavy Industry	414.00	35.02	14.01
Other Asphalt Surfaces	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00
User Defined Industrial	24.00	2.03	0.82
Total	438.01	37.05	14.82

High-Cube Cold Storage

Land Use	Average Daily Trip Rate		
	Weekday	Saturday	Sunday
Refrigerated Warehouse-No Rail	14.00	1.18	0.47
User Defined Industrial	10.00	0.85	0.34
Total	24.00	2.03	0.81

As demonstrated above, the “Cotton and Edgemont (General Light Industrial Operations)” Saturday and Sunday vehicle trips are underestimated by approximately 401- and 423-trips, respectively.^{12, 13} Similarly, the “Cotton and Edgemont (High-Cube Cold Storage Operations)” Saturday and Sunday vehicle trips are underestimated by approximately 22- and 23-trips, respectively.^{14, 15} As such, the trip rates inputted into the model are underestimated and inconsistent with the information provided by the TA.

These inconsistencies present an issue, as CalEEMod uses the operational vehicle trip rates to calculate the emissions associated with the operational on-road vehicles.¹⁶ By including underestimated operational daily vehicle trips, the model underestimates the Project’s mobile-source operational emissions and should not be relied upon to determine Project significance.

Incorrect Operational Off-Road Equipment Input Parameters

Review of the CalEEMod output files demonstrates that the “Cottonwood & Edgemont (General Light Industrial Operations)” model includes several changes to the default operational off-road equipment input parameters (see excerpt below) (Appendix A1, pp. 178, 194; Appendix G, pp. 112).

¹² Calculated: 438.01 proposed daily trips – 37.05 modeled Saturday trips = 400.96 underestimated Saturday trips.

¹³ Calculated: 438.01 proposed daily trips – 14.82 modeled Sunday trips = 423.19 underestimated Sunday trips.

¹⁴ Calculated: 24 proposed daily trips – 2.03 modeled Saturday trips = 21.97 underestimated Saturday trips.

¹⁵ Calculated: 24 proposed daily trips – 0.81 modeled Sunday trips = 23.19 underestimated Sunday trips.

¹⁶ “CalEEMod User’s Guide.” California Air Pollution Control Officers Association (CAPCOA), May 2021, available at: <https://www.aqmd.gov/caleemod/user's-guide>, p. 36.

Table Name	Column Name	Default Value	New Value
tblOperationalOffRoadEquipment	OperDaysPerYear	260.00	365.00
tblOperationalOffRoadEquipment	OperFuelType	Diesel	CNG
tblOperationalOffRoadEquipment	OperHorsePower	97.00	200.00
tblOperationalOffRoadEquipment	OperHoursPerDay	8.00	4.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	2.00

As a result, the model includes 2 CNG tractors that would each operate for 4 hours per day (see excerpt below) (Appendix A1, pp. 190, 206; Appendix G, pp. 131).

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Tractors/Loaders/Backhoes	2	4.00	365	200	0.37	CNG

As previously mentioned, the CalEEMod User’s Guide requires any changes to model defaults be justified.¹⁷ According to the “User Entered Comments and Non-Default Data” table, the justification provided for the inclusion of operational off-road equipment is:

“Based on SCAQMD High Cube Warehouse Truck Trip Study White Paper Summary of Business Survey Results (2014)” (Appendix A1, pp. 176, 192; Appendix G, pp. 110).

However, the revisions the default operational off-road equipment values are incorrect for three reasons.

First, review of the *SCAQMD High Cube Warehouse Truck Trip Study White Paper Summary of Business Survey Results* demonstrates that the South Coast Air Quality Management District (“SCAQMD”) fails to mention or substantiate that operation of off-road equipment is limited to only 4 hours a day.¹⁸ As such, in order to conduct the most conservative analysis, the model should have included the tractors as being operated for 8 hours per day, as assumed by the default CalEEMod values.

Second, according to the IS/MND, the Project is expected to require forklifts as part of the operation fleet:

“The Project is expected to use outdoor cargo handling equipment (e.g., yard trucks, hostlers, yard goats, pallet jacks, forklifts) that is only powered by non-diesel engines (e.g. gasoline, natural gas, electric)” (p. 6, 7).

¹⁷ “CalEEMod User’s Guide Version 2020.4.0.” California Air Pollution Control Officers Association (CAPCOA), May 2021, available at: <https://www.aqmd.gov/caleemod/user-s-guide>, p. 1, 14.

¹⁸ “SCAQMD High Cube Warehouse Truck Trip Study White Paper Summary of Business Survey Results.” SCAQMD, June 2014, available at: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/high-cube-warehouse-trip-rate-study-for-air-quality-analysis/business-survey-summary.pdf>.

As the SCAQMD reported an average of 0.12 forklifts/pallet jacks per 1,000-SF of warehouse building area, the model should have included approximately 12 operational forklifts in addition to the operational tractors.^{19,20}

Third, the IS/MND fails to include the use of Compressed Natural Gas (“CNG”) fuel as a formal mitigation measure. This is incorrect, as according to the Association of Environmental Professionals’ (“AEP”) *CEQA Portal Topic Paper* on Mitigation Measures:

“While not ‘mitigation’, a good practice is to include those project design feature(s) that address environmental impacts in the mitigation monitoring and reporting program (MMRP). Often the MMRP is all that accompanies building and construction plans through the permit process. If the design features are not listed as important to addressing an environmental impact, it is easy for someone not involved in the original environmental process to approve a change to the project that could eliminate one or more of the design features without understanding the resulting environmental impact.”²¹

As demonstrated above, design features that are not formally included as mitigation measures may be eliminated from the Project’s design altogether. Thus, as CNG fuel is not formally included as a mitigation measure in the IS/MND, we cannot guarantee that the use of CNG fuel would be implemented, monitored, and enforced on the Project site.

This incorrect and unsubstantiated changes present an issue, as CalEEMod uses operational off-road equipment to calculate the emissions associated with the Project’s area-source operational emissions.²² By including unsubstantiated input parameters for the Project’s operational off-road equipment, failing to include any operational forklifts, and failing to include the use of CNG fuel as a formal mitigation measure, the model may underestimate the Project’s area-source operational emissions and should not be relied upon to determine Project significance.

Updated Analysis Indicates a Potentially Significant Air Quality Impact

In an effort to more accurately estimate the Project’s construction-related emissions, we prepared an updated CalEEMod model, using Project-specific information provided by the IS/MND. In our updated model, we omitted the unsubstantiated reductions to the architectural coating emission factors and construction off-road equipment units, and proportionately altered the individual construction phase lengths to match the total length of 8 months.²³

¹⁹ “SCAQMD High Cube Warehouse Truck Trip Study White Paper Summary of Business Survey Results.” SCAQMD, June 2014, available at: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/high-cube-warehouse-trip-rate-study-for-air-quality-analysis/business-survey-summary.pdf>, p. 9.

²⁰ Calculated: $(99,630\text{-SF} / 1,000\text{-SF}) * 0.12 = 11.96$ forklifts.

²¹ “CEQA Portal Topic Paper Mitigation Measures.” AEP, February 2020, available at: <https://ceqaportal.org/tp/CEQA%20Mitigation%202020.pdf>, p. 6.

²² “CalEEMod User’s Guide Version 2020.4.0.” California Air Pollution Control Officers Association (CAPCOA), May 2021, available at: <https://www.aqmd.gov/caleemod/user-s-guide>, p. 42.

²³ See Attachment B for updated air modeling.

Our updated analysis estimates that the Project’s construction-related VOC emissions would exceed the applicable South Coast Air Quality Management District (“SCAQMD”) threshold of 75-pounds per day (“lbs/day”), as referenced by the AQIA (p. 40, Table 3) (see table below).²⁴

SWAPE Criteria Air Pollutant Emissions	
Construction	VOC (lbs/day)
AQIA	52.43
SWAPE	89.61
% Increase	71%
SCAQMD Threshold	75
<i>Exceeds?</i>	Yes

As you can see in the table above, the Project’s construction-related VOC emissions, as estimated by SWAPE, increase by approximately 71% and exceed the applicable SCAQMD significance threshold. Thus, our updated model demonstrates that the Project would result in a potentially significant air quality impact that was not previously identified or addressed in the IS/MND. As a result, an EIR should be prepared to adequately assess and mitigate the potential air quality impacts that the Project may have on the surrounding environment.

Disproportionate Health Risk Impacts of Warehouses on Surrounding Communities

Upon review of the IS/MND and associated documents, we have determined that the development of the proposed Project would result in disproportionate health risk impacts on community members living, working, and going to school within the immediate area of the Project site. According to SCAQMD:

“Those living within a half mile of warehouses are more likely to include communities of color, have health impacts such as higher rates of asthma and heart attacks, and a greater environmental burden.”²⁵

In particular, the SCAQMD found that more than 2.4 million people live within a half mile radius of at least one warehouse, and that those areas not only experience increased rates of asthma and heart attacks, but are also disproportionately Black and Latino communities below the poverty line.²⁶ Another study similarly indicates that “neighborhoods with lower household income levels and higher percentages of minorities are expected to have higher probabilities of containing warehousing

²⁴ “South Coast AQMD Air Quality Significance Thresholds.” SCAQMD, April 2019, *available at*:

<http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf>.

²⁵ “South Coast AQMD Governing Board Adopts Warehouse Indirect Source Rule.” SCAQMD, May 2021, *available at*: <http://www.aqmd.gov/docs/default-source/news-archive/2021/board-adopts-waisr-may7-2021.pdf?sfvrsn=9>.

²⁶ “Southern California warehouse boom a huge source of pollution. Regulators are fighting back.” Los Angeles Times, May 2021, *available at*: <https://www.latimes.com/california/story/2021-05-05/air-quality-officials-target-warehouses-bid-to-curb-health-damaging-truck-pollution>.

facilities.”²⁷ Additionally, a report authored by the Inland Empire-based People’s Collective for Environmental Justice and University of Redlands states:

“As the warehouse and logistics industry continues to grow and net exponential profits at record rates, more warehouse projects are being approved and constructed in low-income communities of color and serving as a massive source of pollution by attracting thousands of polluting truck trips daily. Diesel trucks emit dangerous levels of nitrogen oxide and particulate matter that cause devastating health impacts including asthma, chronic obstructive pulmonary disease (COPD), cancer, and premature death. As a result, physicians consider these pollution-burdened areas ‘diesel death zones.’”²⁸

It is evident that the continued development of industrial warehouses within these communities poses a significant environmental justice challenge. However, the acceleration of warehouse development is only increasing despite the consequences on public health.

Moreno Valley, the setting of the proposed Project, bears a disproportionately high pollution burden compared to the rest of California. When using CalEnviroScreen 4.0, the California Environmental Protection Agency’s (“CalEPA”) screening tool that ranks each census tract in the State for pollution and socioeconomic vulnerability, we found that the Project’s census tract is in the 99th percentile of most polluted census tracts in the State (see excerpt below).²⁹

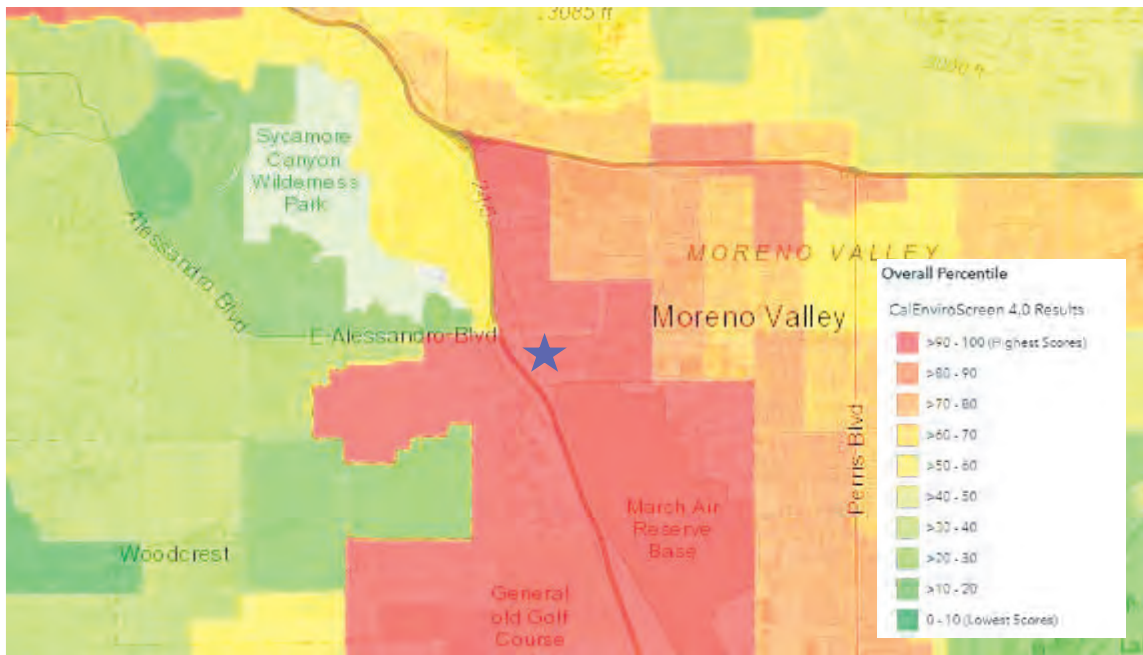
²⁷ “Location of warehouses and environmental justice: Evidence from four metros in California.” Metro Freight Center of Excellence, January 2018, *available at*:

https://www.metrotrans.org/assets/research/MF%201.1g_Location%20of%20warehouses%20and%20environmental%20justice_Final%20Report_021618.pdf, p. 21.

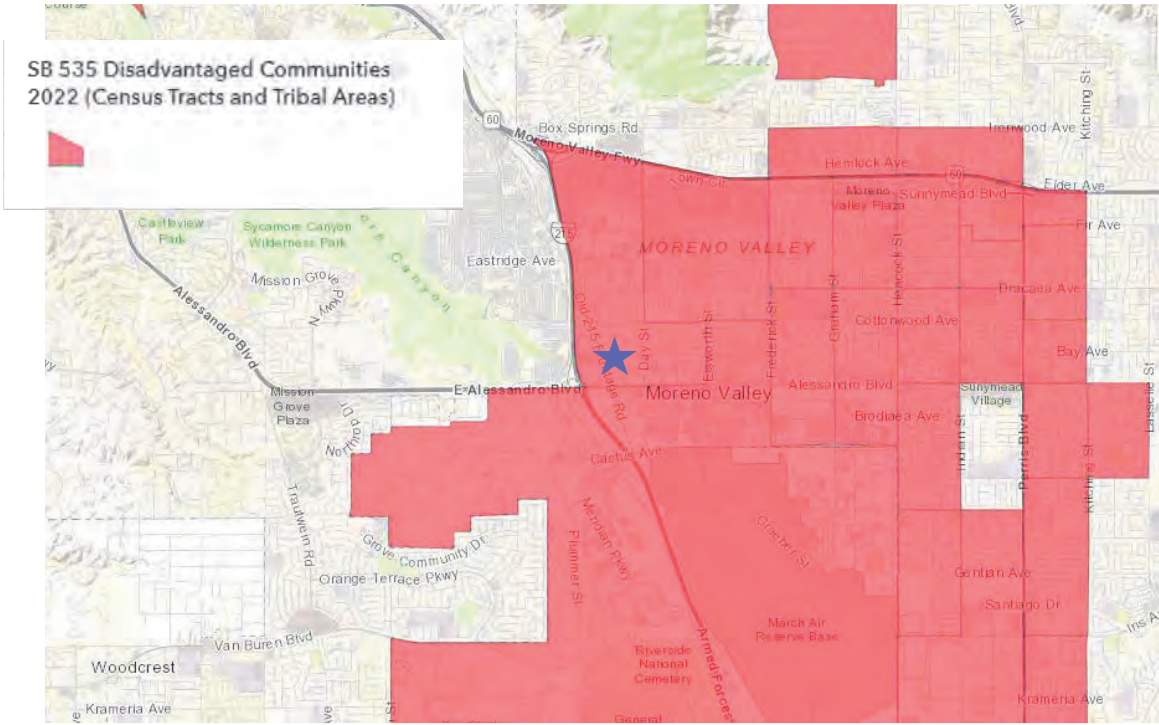
²⁸ “Warehouses, Pollution, and Social Disparities: An analytical view of the logistics industry’s impacts on environmental justice communities across Southern California.” People’s Collective for Environmental Justice, April 2021, *available at*:

https://earthjustice.org/sites/default/files/files/warehouse_research_report_4.15.2021.pdf, p. 4.

²⁹ “CalEnviroScreen 4.0.” California Office of Environmental Health Hazard Assessment (OEHHA), October 2021, *available at*: <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>.



Additionally, according to CalEnviroScreen’s SB 535 Disadvantaged Communities Map, the Project site is located in a designated disadvantaged community (see excerpt below).³⁰



³⁰ “SB 535 Disadvantaged Communities (2022 Update).” California Environmental Protection Agency, available at: <https://experience.arcgis.com/experience/1c21c53da8de48f1b946f3402fbae55c/page/SB-535-Disadvantaged-Communities/>

Attachment: Notice of Availability Public Comments [Revision 1] (6149 : Master Plot Plan, a Plot Plan and a Tentative Parcel Map)

SB 535 provides funding for development projects that provide a benefit to disadvantaged communities. CalEPA has been given the responsibility for identifying those communities based on “geographic, socioeconomic, public health, and environmental hazard criteria.”³¹ Therefore, as the Project site is located in a designated disadvantaged community, and Project’s census tract already exhibits a high cancer risk, development of the proposed Project would disproportionately contribute to and exacerbate the health conditions of nearby residents.

In April 2022, the American Lung Association ranked Riverside County as the second worst for ozone pollution in the nation.³² This year, the County continues to face significant ozone pollution, as it has seen the second highest recorded Air Quality Index (“AQI”) values for ground-level ozone in California.³³ The U.S. Environmental Protection Agency (“U.S. EPA”) indicates that ozone, the main ingredient in “smog,” can cause several health problems, which includes aggravating lung diseases and increasing the frequency of asthma attacks. The U.S. EPA states:

“Children are at greatest risk from exposure to ozone because their lungs are still developing and they are more likely to be active outdoors when ozone levels are high, which increases their exposure. Children are also more likely than adults to have asthma.”³⁴

Furthermore, regarding the increased sensitivity of early-life exposures to inhaled pollutants, the California Air Resources Board (“CARB”) states:

“Children are often at greater risk from inhaled pollutants, due to the following reasons:

- Children have unique activity patterns and behavior. For example, they crawl and play on the ground, amidst dirt and dust that may carry a wide variety of toxicants. They often put their hands, toys, and other items into their mouths, ingesting harmful substances. Compared to adults, children typically spend more time outdoors and are more physically active. Time outdoors coupled with faster breathing during exercise increases children’s relative exposure to air pollution.
- Children are physiologically unique. Relative to body size, children eat, breathe, and drink more than adults, and their natural biological defenses are less developed. The protective barrier surrounding the brain is not fully developed, and children’s nasal

³¹ “Final Designation of Disadvantaged Communities.” California Environmental Protection Agency, *available at*: chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://calepa.ca.gov/wp-content/uploads/sites/6/2022/05/Updated-Disadvantaged-Communities-Designation-DAC-May-2022-Eng.a.hp_1.pdf?emrc=e05e10

³² “State of the Air 2022.” American Lung Association, April 2022, *available at*: <https://www.lung.org/research/sota/key-findings/most-polluted-places>.

³³ “High Ozone Days.” American Lung Association, 2022, *available at*: <https://www.lung.org/research/sota/city-rankings/states/california>.

³⁴ “Health Effects of Ozone Pollution.” U.S. EPA, May 2021, *available at*: <https://www.epa.gov/ground-level-ozone-pollution/health-effects-ozone-pollution>.

As demonstrated, Edgemont Elementary School is located approximately 0.55 miles, or 2,904 feet, from the Project site. Therefore, this Project poses a significant threat because, as outlined above, children are a vulnerable population that are more susceptible to the damaging side effects of air pollution. As such, the Project would have detrimental short-term and long-term health impacts on local children if approved.

An EIR should be prepared to evaluate the disproportionate impacts of the proposed warehouse on the community adjacent to the Project, including an analysis of the impact on children and people of color who live and attend school in the surrounding area. Finally, in order to evaluate the cumulative air quality impact from the several warehouse projects proposed or built in a one-mile radius of the Project site, the EIR should prepare a cumulative health risk assessment (“HRA”) to quantify the adverse health outcome from the effects of exposure to multiple warehouses in the immediate area in conjunction with the poor ambient air quality in the Project’s census tract.

Diesel Particulate Matter Emissions Inadequately Evaluated

The IS/MND conducts a health risk analysis (“HRA”) evaluating impacts from exposure to diesel particulate matter (“DPM”) emissions during Project construction and operation, as detailed in the Mobile Source Health Risk Assessment (“HRA Report”), provided as Appendix A2 to the IS/MND. Specifically, the HRA Report estimates that the maximum cancer risk posed to nearby, existing residential sensitive receptors as a result of Project construction and operation would be 8.88 in one million (p. 5, Table ES-3).

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

Time Period	Location	Maximum Lifetime Cancer Risk (Risk per Million)	Significance Threshold (Risk per Million)	Exceeds Significance Threshold
30 Year Exposure	Maximum Exposed Sensitive Receptor	8.88	10	NO
Time Period	Location	Maximum Hazard Index	Significance Threshold	Exceeds Significance Threshold
Annual Average	Maximum Exposed Sensitive Receptor	0.03	1.0	NO

However, the IS/MND’s evaluation of the Project’s potential health risk impacts, as well as the subsequent less-than-significant impact conclusion, is incorrect for three reasons.

First, the IS/MND’s construction HRA is incorrect, as it relies upon emissions estimates from a flawed air model, as previously discussed. Specifically, the HRA Report states:

“The emissions calculations for the construction HRA component are based on an assumed mix of construction equipment and hauling activity as presented in the Cottonwood & Edgemont

Warehouse Air Quality Impact Analysis (“technical study”) prepared by Urban Crossroads, Inc. (5)” (p. 11).

As previously discussed, when we reviewed the Project’s CalEEMod output files, provided in the AQIA as Appendix A1 to the IS/MND, we found that several of the values inputted into the model are not consistent with information disclosed in the IS/MND. As a result, the HRA utilizes an underestimated DPM concentration to calculate the health risk associated with Project construction. As such, the HRA Report’s construction cancer risk should not be relied upon to determine Project significance.

Second, the IS/MND’s HRA may fail to include Age Sensitivity Factors (“ASF”). Regarding ASFs, OEHHA guidance states:

“Studies have shown that young animals are more sensitive than adult animals to exposure to many carcinogens (OEHHA, 2009). Therefore, OEHHA developed age sensitivity factors (ASFs) to take into account the increased sensitivity to carcinogens during early-in-life exposure (Table 8.3). These factors were developed and described in detail in OEHHA (2009). In the absence of chemical-specific data, OEHHA recommends a default ASF of 10 for the third trimester to age 2 years, and an ASF of 3 for ages 2 through 15 years to account for potential increased sensitivity to carcinogens during childhood.”

Thus, the HRA Report’s equation to produce carcinogenic risk estimates, as shown below, is incorrect and underestimated (p. 22).

$$Risk_{inh} = Dose_{air} \times CPF \times ED/AT \times FAH$$

Instead, the IS/MND should have used the following equation that includes ASFs:

$$Cancer Risk_{AIR} = Dose_{AIR} \times CPF \times ASF \times FAH \times \frac{ED}{AT}$$

Thus, by potentially failing to include ASF values in the carcinogenic risk estimate equation, the IS/MND’s HRA may underestimate the cancer risk posed to nearby, existing sensitive receptors as a result of Project construction and operation.

Third, the IS/MND’s HRA underestimates the Fraction of Time At Home (“FAH”) values. Specifically, for calculating construction-related cancer risks, the HRA relies on an FAH value 0.93 for infant (age 0 to 2) receptors. For calculating operational cancer risks, the HRA relies on an FAH value of 0.85 for third trimester (age -0.25 to 0) and infant receptors, and an FAH value of 0.72 for the child receptors (age 2 to 16) (see excerpt below) (Appendix A2, p. 20-21, Table 2-6, Table 2-7).

TABLE 2-6: EXPOSURE ASSUMPTIONS FOR INDIVIDUAL CANCER RISK (CONSTRUCTION ACTIVITY)

Age	Daily Breathing Rate (L/kg-day)	Age Specific Factor	Exposure Duration (years)	Fraction of Time at Home	Exposure Frequency (days/year)	Exposure Time (hours/day)
0 to 2	1,090	10	0.73	0.93	243	8

TABLE 2-7: EXPOSURE ASSUMPTIONS FOR INDIVIDUAL CANCER RISK (30 YEAR RESIDENTIAL)

Age	Daily Breathing Rate (L/kg-day)	Age Specific Factor	Exposure Duration (years)	Fraction of Time at Home	Exposure Frequency (days/year)	Exposure Time (hours/day)
-0.25 to 0	361	10	0.25	0.85	350	24
0 to 2	1,090	10	2	0.85	350	24
2 to 16	572	3	14	0.72	350	24
16 to 30	261	1	14	0.73	350	24

However, the FAH values used for the third trimester, infant, and childhood receptors are incorrect, as SCAQMD guidance clearly states:

“For Tiers 1, 2, and 3 screening purposes, the FAH is assumed to be 1 for ages third trimester to 16. As a default, children are assumed to attend a daycare or school in close proximity to their home and no discount should be taken for time spent outside of the area affected by the facility’s emissions. People older than age 16 are assumed to spend only 73 percent of their time at home.”³⁸

Per SCAQMD guidance, the HRA Report should have used an FAH of 1 for the third trimester, infant, and child receptors. Thus, by utilizing incorrect FAH values, the HRA Report underestimates the cancer risk posed to nearby, existing sensitive receptors as a result of Project construction and operation. As a result, the IS/MND’s less-than-significant health risk impact conclusion should not be relied on, and an EIR should be prepared to include an updated HRA relying on correct input parameters.

Greenhouse Gas

Failure to Adequately Evaluate Greenhouse Gas Impacts

The IS/MND estimates that the Project would generate net annual greenhouse gas (“GHG”) emissions of 1,369.19 metric tons of carbon dioxide equivalents per year (“MT CO₂e/year”) (p. 58, Table 7).

³⁸ “Risk Assessment Procedures.” SCAQMD, August 2017, available at: http://www.aqmd.gov/docs/default-source/rule-book/Proposed-Rules/1401/riskassessmentprocedures_2017_080717.pdf, p. 7.

Table 7 Total Annual Project Greenhouse Gas Emissions

Emission Source	Emissions (MT/yr)			
	CO ₂	CH ₄	N ₂ O	Total CO ₂ e
Annual construction-related emissions amortized over 30 years	12.13	2.16E-03	4.77E-04	12.33
Area Source	0.01	3.00E-05	0.00	0.01
Energy Source	412.53	0.02	5.69E-03	414.80
Mobile Source	664.41	0.02	0.05	679.66
TRU Source				12.70
On-Site Equipment	101.50	0.03	0.00	102.32
Waste	24.48	1.45	0.00	60.66
Water Usage	62.37	0.76	0.02	86.70
Total CO₂e (All Sources)	1,369.19			

Source: (Urban Crossroads, 2022c) Table 3-6

As a result, the IS/MND concludes:

“As shown above, the Project will result in approximately 1,369.19 MTCO₂e emissions annually, which would not exceed the significance threshold of 3,000 MTCO₂e per year. Therefore, the Project would not generate substantial GHG emissions – either directly or indirectly – that would have a significant impact on the environment. Impacts would be less than significant” (p. 57).

Furthermore, the IS/MND’s analysis relies upon the Project’s consistency with the City’s Climate Action Plan (“CAP”) and the CARB 2017 *Scoping Plan* to conclude that the Project would result in a less-than-significant GHG impact (p. 59). However, the IS/MND’s analysis, as well as the subsequent less-than-significant impact conclusion, is incorrect for four reasons.

- (1) The IS/MND’s quantitative analysis relies upon a flawed air model;
- (2) The IS/MND’s quantitative analysis relies upon an outdated threshold;
- (3) The IS/MND’s unsubstantiated air model indicates a potentially significant impact; and
- (4) The IS/MND fails to consider performance-based standards under CARB’s 2017 scoping plan.

1) Incorrect and Unsubstantiated Quantitative Analysis of Emissions

As previously stated, the IS/MND estimates that the Project would generate net annual GHG emissions of 1,369.19 MTCO₂e (p. 58, Table 7). However, the IS/MND quantitative analysis is unsubstantiated. As previously discussed, when reviewing the Project’s CalEEMod models, provided in the AQIA and the GHG Analysis as Appendix A1 and Appendix G, respectively, to the IS/MND, we found that several of the values inputted into the models are not consistent with information disclosed in the IS/MND. As a result, the models may underestimate the Project’s emissions, and the IS/MND’s quantitative analysis should not be relied upon to determine Project significance. An EIR should be prepared that adequately assesses the potential GHG impacts that construction and operation of the proposed Project may have on the environment.

2) Incorrect Reliance on an Outdated Quantitative GHG Threshold

As previously stated, the IS/MND estimates that the Project would generate net annual GHG emissions of 1,369.19 MTCO₂e, which would not exceed the SCAQMD threshold of 3,000 MT CO₂e/year (p. 58, Table 7). However, the guidance that provided the 3,000 MT CO₂e/year threshold, the SCAQMD’s 2008

Interim CEQA GHG Significance Threshold for Stationary Sources, Rules, and Plans report, was developed when the Global Warming Solutions Act of 2006, commonly known as “AB 32”, was the governing statute for GHG reductions in California. AB 32 requires California to reduce GHG emissions to 1990 levels by 2020.³⁹ Furthermore, AEP guidance states:

“[F]or evaluating projects with a post 2020 horizon, the threshold will need to be revised based on a new gap analysis that would examine 17 development and reduction potentials out to the next GHG reduction milestone.”⁴⁰

As it is currently February 2023, thresholds for 2020 are not applicable to the proposed Project and should be revised to reflect the current GHG reduction target. As such, the SCAQMD bright-line threshold of 3,000 MT CO₂e/year is outdated and inapplicable to the proposed Project, and the IS/MND’s less-than-significant GHG impact conclusion should not be relied upon. Instead, we recommend that the Project apply the SCAQMD 2035 service population efficiency target of 3.0 MT CO₂e/SP/year, which was calculated by applying a 40% reduction to the 2020 targets.⁴¹

3) Failure to Identify a Potentially Significant GHG Impact

In an effort to quantitatively evaluate the Project’s GHG emissions, we compared the Project’s GHG emissions, as estimated by the IS/MND, to the SCAQMD 2035 efficiency target of 3.0 MT CO₂e/SP/year. When applying this threshold, the Project’s incorrect and unsubstantiated air model indicates a potentially significant GHG impact.

As previously stated, the IS/MND estimates that the Project would generate net annual GHG emissions of 1,369.19 MT CO₂e (p. 58, Table 7). According to CAPCOA’s *CEQA & Climate Change* report, a service population (“SP”) is defined as “the sum of the number of residents and the number of jobs supported by the project.”⁴² According to the Traffic Analysis (“TA”), the project would support 130 employees (Table 4-3, p. 42). As the project is not expected to support any residential land uses, we estimate an SP of 130 people. When dividing the Project’s net annual GHG emissions, as estimated by the IS/MND, by an SP of 130 people, we find that the Project would emit approximately 10.5 MT CO₂e/SP/year (see table below).⁴³

³⁹ “Health & Safety Code 38550.” California State Legislature, January 2007, *available at*:

https://leginfo.ca.gov/faces/codes_displaySection.xhtml?lawCode=HSC§ionNum=38550.

⁴⁰ “Beyond Newhall and 2020: A Field Guide to New CEQA Greenhouse Gas Thresholds and Climate Action Plan Targets for California.” Association of Environmental Professionals (AEP), October 2016, *available at*: https://califaep.org/docs/AEP-2016_Final_White_Paper.pdf, p. 39.

⁴¹ “Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #15.” SCAQMD, September 2010, *available at*: [http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-\(ghg\)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-minutes.pdf](http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-minutes.pdf), p. 2.

⁴² “CEQA & Climate Change.” California Air Pollution Control Officers Association (CAPCOA), January 2008, *available at*: <http://www.capcoa.org/wp-content/uploads/2012/03/CAPCOA-White-Paper.pdf>, p. 71-72.

⁴³ Calculated: (1,369.19 MT CO₂e/year) / (130 service population) = (10.5 MT CO₂e/SP/year).

IS/MND Greenhouse Gas Emissions	
Annual Emissions (MT CO ₂ e/year)	1,369.19
Service Population	130
Service Population Efficiency (MT CO ₂ e/SP/year)	10.5
SCAQMD 2035 Target	3.0
<i>Exceeds?</i>	Yes

As demonstrated above, the Project’s service population efficiency value exceeds the SCAQMD 2035 efficiency target of 3.0 MT CO₂e/SP/year, indicating a potentially significant impact not previously identified or addressed by the IS/MND. As a result, the IS/MND’s less-than-significant GHG impact conclusion should not be relied upon. An EIR should be prepared, including an updated GHG analysis and incorporating additional mitigation measures to reduce the Project’s GHG emissions to less-than-significant levels.

4) Failure to Consider Performance-based Standards Under CARB’s 2017 Scoping Plan

As previously discussed, the IS/MND concludes that the Project would be consistent with CARB’s 2017 Climate Change Scoping Plan (p. 59). However, this is incorrect, as the IS/MND fails to consider the performance-based measures proposed by CARB.

i. Passenger & Light Duty VMT Per Capita Benchmarks per SB 375

In reaching the State’s long-term GHG emission reduction goals, CARB’s 2017 Scoping Plan explicitly cites to SB 375 and the VMT reductions anticipated under the implementation of Sustainable Community Strategies.⁴⁴ CARB has identified the population and daily VMT from passenger autos and light-duty vehicles at the state and county level for each year between 2010 to 2050 under a “baseline scenario” that includes “current projections of VMT included in the existing Regional Transportation Plans/Sustainable Communities Strategies (RTP/SCSs) adopted by the State’s 18 Metropolitan Planning Organizations (MPOs) pursuant to SB 375 as of 2015.”⁴⁵ By dividing the projected daily VMT by the population, we calculated the daily VMT per capita for each year at the state and county level for 2010 (baseline year), 2023 (Project operational year), and 2030 (target years under SB 32) (see table below).

⁴⁴ “California’s 2017 Climate Change Scoping Plan.” CARB, November 2017, available at: https://ww3.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf, p. 25, 98, 101-103.

⁴⁵ “Supporting Calculations for 2017 Scoping Plan-Identified VMT Reductions,” California Air Resources Board (CARB), January 2019, available at: <https://ww2.arb.ca.gov/resources/documents/carb-2017-scoping-plan-identified-vmt-reductions-and-relationship-state-climate>; see also: https://ww2.arb.ca.gov/sites/default/files/2019-01/sp_mss_vmt_calculations_jan19_0.xlsx.

2017 Scoping Plan Daily VMT Per Capita						
Year	Riverside County			State		
	Population	LDV VMT Baseline	VMT Per Capita	Population	LDV VMT Baseline	VMT Per Capita
2010	2,196,083	41,086,173	18.71	37,335,085	836,463,980.46	22.40
2023	2,613,313	48,625,180	18.61	41,659,526	924,184,228.61	22.18
2030	2,857,496	50,704,073	17.74	43,939,250	957,178,153.19	21.78

As the IS/MND fails to evaluate the Project’s consistency with the performance-based daily VMT per capita projections from CARB’s 2017 *Scoping Plan*, the IS/MND’s claim that the proposed Project would be consistent with the *Scoping Plan* is unsupported.

Furthermore, as of November 16, 2022, CARB has released an updated scoping plan for achieving carbon neutrality. However, the IS/MND fails to discuss the updated CARB 2022 Scoping plan whatsoever. An EIR should be prepared for the proposed Project to provide additional information and analysis to conclude less-than-significant GHG impacts.

Mitigation

Feasible Mitigation Measures Available to Reduce Emissions

Our analysis demonstrates that the Project would result in potentially significant air quality and GHG impacts that should be mitigated further. As such, in an effort to reduce the Project’s emissions, we identified several mitigation measures that are applicable to the proposed Project. Feasible mitigation measures can be found in the California Department of Justice Warehouse Project Best Practices document.⁴⁶ Therefore, to reduce the Project’s emissions, consideration of the following measures should be made:

- Requiring off-road construction equipment to be hybrid electric-diesel or zero emission, where available, and all diesel-fueled off-road construction equipment to be equipped with CARB Tier IV-compliant engines or better, and including this requirement in applicable bid documents, purchase orders, and contracts, with successful contractors demonstrating the ability to supply the compliant construction equipment for use prior to any ground-disturbing and construction activities.
- Prohibiting off-road diesel-powered equipment from being in the “on” position for more than 10 hours per day.
- Using electric-powered hand tools, forklifts, and pressure washers, and providing electrical hook ups to the power grid rather than use of diesel-fueled generators to supply their power.
- Designating an area in the construction site where electric-powered construction vehicles and equipment can charge.
- Limiting the amount of daily grading disturbance area.

⁴⁶ “Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act.” State of California Department of Justice, September 2022, *available at*: <https://oag.ca.gov/system/files/media/warehouse-best-practices.pdf>, p. 8 – 10.

- Prohibiting grading on days with an Air Quality Index forecast of greater than 100 for particulates or ozone for the project area.
- Forbidding idling of heavy equipment for more than three minutes.
- Keeping onsite and furnishing to the lead agency or other regulators upon request, all equipment maintenance records and data sheets, including design specifications and emission control tier classifications.
- Conducting an on-site inspection to verify compliance with construction mitigation and to identify other opportunities to further reduce construction impacts.
- Using paints, architectural coatings, and industrial maintenance coatings that have volatile organic compound levels of less than 10 g/L.
- Providing information on transit and ridesharing programs and services to construction employees.
- Providing meal options onsite or shuttles between the facility and nearby meal destinations for construction employees.
- Requiring all heavy-duty vehicles engaged in drayage to or from the project site to be zero-emission beginning in 2030.
- Requiring all on-site motorized operational equipment, such as forklifts and yard trucks, to be zero-emission with the necessary charging or fueling stations provided.
- Requiring tenants to use zero-emission light- and medium-duty vehicles as part of business operations.
- Forbidding trucks from idling for more than three minutes and requiring operators to turn off engines when not in use.
- Posting both interior- and exterior-facing signs, including signs directed at all dock and delivery areas, identifying idling restrictions and contact information to report violations to CARB, the local air district, and the building manager.
- Installing solar photovoltaic systems on the project site of a specified electrical generation capacity that is equal to or greater than the building's projected energy needs, including all electrical chargers.
- Designing all project building roofs to accommodate the maximum future coverage of solar panels and installing the maximum solar power generation capacity feasible.
- Constructing zero-emission truck charging/fueling stations proportional to the number of dock doors at the project.
- Running conduit to designated locations for future electric truck charging stations.
- Unless the owner of the facility records a covenant on the title of the underlying property ensuring that the property cannot be used to provide refrigerated warehouse space, constructing electric plugs for electric transport refrigeration units at every dock door and requiring truck operators with transport refrigeration units to use the electric plugs when at loading docks.
- Oversizing electrical rooms by 25 percent or providing a secondary electrical room to accommodate future expansion of electric vehicle charging capability.

- Constructing and maintaining electric light-duty vehicle charging stations proportional to the number of employee parking spaces (for example, requiring at least 10% of all employee parking spaces to be equipped with electric vehicle charging stations of at least Level 2 charging performance)
- Running conduit to an additional proportion of employee parking spaces for a future increase in the number of electric light-duty charging stations.
- Installing and maintaining, at the manufacturer’s recommended maintenance intervals, air filtration systems at sensitive receptors within a certain radius of facility for the life of the project.
- Installing and maintaining, at the manufacturer’s recommended maintenance intervals, an air monitoring station proximate to sensitive receptors and the facility for the life of the project, and making the resulting data publicly available in real time. While air monitoring does not mitigate the air quality or greenhouse gas impacts of a facility, it nonetheless benefits the affected community by providing information that can be used to improve air quality or avoid exposure to unhealthy air.
- Requiring all stand-by emergency generators to be powered by a non-diesel fuel.
- Requiring facility operators to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.
- Requiring operators to establish and promote a rideshare program that discourages single-occupancy vehicle trips and provides financial incentives for alternate modes of transportation, including carpooling, public transit, and biking.
- Meeting CalGreen Tier 2 green building standards, including all provisions related to designated parking for clean air vehicles, electric vehicle charging, and bicycle parking.
- Designing to LEED green building certification standards.
- Providing meal options onsite or shuttles between the facility and nearby meal destinations.
- Posting signs at every truck exit driveway providing directional information to the truck route.
- Improving and maintaining vegetation and tree canopy for residents in and around the project area.
- Requiring that every tenant train its staff in charge of keeping vehicle records in diesel technologies and compliance with CARB regulations, by attending CARB-approved courses. Also require facility operators to maintain records on-site demonstrating compliance and make records available for inspection by the local jurisdiction, air district, and state upon request.
- Requiring tenants to enroll in the United States Environmental Protection Agency’s SmartWay program, and requiring tenants who own, operate, or hire trucking carriers with more than 100 trucks to use carriers that are SmartWay carriers.
- Providing tenants with information on incentive programs, such as the Carl Moyer Program and Voucher Incentive Program, to upgrade their fleets.

These measures offer a cost-effective, feasible way to incorporate lower-emitting design features into the proposed Project, which subsequently, reduce emissions released during Project construction and operation.

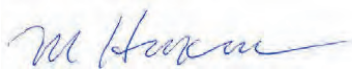
Furthermore, as it is policy of the State that eligible renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use customers by December 31, 2045, we emphasize the applicability of incorporating solar power system into the Project design. Until the feasibility of incorporating on-site renewable energy production is considered, the Project should not be approved.

An EIR should be prepared to include all feasible mitigation measures, as well as include updated air quality, health risk, and GHG analyses to ensure that the necessary mitigation measures are implemented to reduce emissions to below thresholds. The EIR should also demonstrate a commitment to the implementation of these measures prior to Project approval, to ensure that the Project's significant emissions are reduced to the maximum extent possible.

Disclaimer

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

Sincerely,



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



Paul E. Rosenfeld, Ph.D.

Attachment A: Proportionately Altered Construction Schedule
 Attachment B: Updated CalEEMod Output Files
 Attachment C: Matt Hagemann CV
 Attachment D: Paul Rosenfeld CV

Construction Schedule Calculations					
Phase	Default Phase Length	Construction Duration	%	Construction Duration	Revised Phase Length
Site Preparation	10	419	0.0239	240	6
Grading	20	419	0.0477	240	11
Construction	230	419	0.5489	240	132
Paving	20	419	0.0477	240	11
Architectural Coating	20	419	0.0477	240	11

	Total Default Construction Duration	Revised Construction Duration
Start Date	3/1/2023	2/1/2023
End Date	4/23/2024	9/29/2023
Total Days	419	240

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Cottonwood & Edgemont (Construction - Unmitigated)

Riverside-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Heavy Industry	89.67	1000sqft	2.06	89,667.00	0
Refrigerated Warehouse-No Rail	9.96	1000sqft	0.23	9,963.00	0
Other Asphalt Surfaces	176.40	1000sqft	4.05	176,404.00	0
Parking Lot	130.00	Space	0.81	35,264.00	0
City Park	0.79	Acre	0.79	34,588.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.4	Precipitation Freq (Days)	28
Climate Zone	10			Operational Year	2023

Utility Company Southern California Edison

CO2 Intensity (lb/MW/hr)	390.98	CH4 Intensity (lb/MW/hr)	0.033	N2O Intensity (lb/MW/hr)	0.004
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1.3 User Entered Comments & Non-Default Data

Project Characteristics - Consistent with the IS/MND's model.

Land Use - Consistent with the IS/MND's model.

Construction Phase - See SWAPE's comments on "Unsubstantiated Changes to Individual Construction Phase Lengths"

Off-Road Equipment - See SWAPE's comments on "Unsubstantiated Changes to Construction Off-Road Equipment Unit Amounts"

Off-Road Equipment - See SWAPE's comments on "Unsubstantiated Changes to Construction Off-Road Equipment Unit Amounts"

Off-Road Equipment - See SWAPE's comments on "Unsubstantiated Changes to Construction Off-Road Equipment Unit Amounts"

Off-Road Equipment - See SWAPE's comments on "Unsubstantiated Changes to Construction Off-Road Equipment Unit Amounts"

Attachment: Notice of Availability Public Comments [Revision 1] (61499 : Master Plot Plan, a Plot Plan and a Tentative Parcel Map)

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Trips and VMT - Consistent with the IS/MND's model.

Grading - Left as default

Architectural Coating - See SWAPE's comments on "Unsubstantiated Reductions to Architectural Coating Emission Factors"

Vehicle Trips - Consistent with the IS/MND's model.

Energy Use - Consistent with the IS/MND's model.

Water And Wastewater - Consistent with the IS/MND's model.

Solid Waste - Consistent with the IS/MND's model.

Construction Off-road Equipment Mitigation - Consistent with the IS/MND's model

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	6.00
tblConstructionPhase	NumDays	20.00	12.00
tblConstructionPhase	NumDays	230.00	133.00
tblConstructionPhase	NumDays	20.00	11.00
tblConstructionPhase	NumDays	20.00	11.00
tblEnergyUse	LightingElect	2.93	0.00
tblEnergyUse	LightingElect	0.35	0.00
tblEnergyUse	LightingElect	2.37	0.00
tblEnergyUse	NT24E	5.02	0.00
tblEnergyUse	NT24E	36.52	0.00
tblEnergyUse	NT24NG	17.13	0.00
tblEnergyUse	NT24NG	48.51	0.00
tblEnergyUse	T24E	1.97	0.00
tblEnergyUse	T24E	0.95	0.00
tblEnergyUse	T24NG	15.20	0.00
tblEnergyUse	T24NG	3.22	0.00
tblLandUse	LandUseSquareFeet	89,670.00	89,667.00
tblLandUse	LandUseSquareFeet	9,960.00	9,963.00
tblLandUse	LandUseSquareFeet	176,400.00	176,404.00

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblLandUse	LandUseSquareFeet	52,000.00	35,264.00
tblLandUse	LandUseSquareFeet	34,412.40	34,588.00
tblLandUse	LotAcreage	1.17	0.81
tblSolidWaste	SolidWasteGenerationRate	0.07	0.00
tblSolidWaste	SolidWasteGenerationRate	111.19	0.00
tblSolidWaste	SolidWasteGenerationRate	9.36	0.00
tblITripsAndVMT	VendorTripNumber	0.00	6.00
tblITripsAndVMT	VendorTripNumber	0.00	7.00
tblITripsAndVMT	VendorTripNumber	57.00	38.00
tblITripsAndVMT	VendorTripNumber	0.00	3.00
tblITripsAndVMT	VendorTripNumber	0.00	3.00
tblITripsAndVMT	WorkerTripNumber	18.00	5.00
tblITripsAndVMT	WorkerTripNumber	15.00	18.00
tblITripsAndVMT	WorkerTripNumber	15.00	13.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00

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tblVehicleTrips	DV_TP	28.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	6.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	66.00	0.00
tblVehicleTrips	PR_TP	92.00	0.00
tblVehicleTrips	PR_TP	92.00	0.00
tblVehicleTrips	ST_TR	1.96	0.00
tblVehicleTrips	ST_TR	6.42	0.00
tblVehicleTrips	ST_TR	2.12	0.00
tblVehicleTrips	SU_TR	2.19	0.00
tblVehicleTrips	SU_TR	5.09	0.00
tblVehicleTrips	SU_TR	2.12	0.00
tblVehicleTrips	WD_TR	0.78	0.00
tblVehicleTrips	WD_TR	3.93	0.00
tblVehicleTrips	WD_TR	2.12	0.00
tblWater	IndoorWaterUseRate	20,736,187.50	0.00
tblWater	IndoorWaterUseRate	2,303,250.00	0.00
tblWater	OutdoorWaterUseRate	941,270.27	0.00

2.0 Emissions Summary

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction

Unmitigated Construction

Year	tons/yr										MT/yr					
	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
2023	0.6624	1.3239	1.6633	3.6000e-003	0.2279	0.0595	0.2873	0.0848	0.0557	0.1405	0.0000	320.9260	320.9260	0.0512	8.7400e-003	324.8083
Maximum	0.6624	1.3239	1.6633	3.6000e-003	0.2279	0.0595	0.2873	0.0848	0.0557	0.1405	0.0000	320.9260	320.9260	0.0512	8.7400e-003	324.8083

Mitigated Construction

Year	tons/yr										MT/yr					
	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
2023	0.6624	1.3239	1.6633	3.6000e-003	0.2279	0.0595	0.2873	0.0848	0.0557	0.1405	0.0000	320.9257	320.9257	0.0512	8.7400e-003	324.8081
Maximum	0.6624	1.3239	1.6633	3.6000e-003	0.2279	0.0595	0.2873	0.0848	0.0557	0.1405	0.0000	320.9257	320.9257	0.0512	8.7400e-003	324.8081

Year	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
Percent Construction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	2-1-2023	4-30-2023	0.4405	0.4405
2	5-1-2023	7-31-2023	0.5947	0.5947
3	8-1-2023	9-30-2023	0.3884	0.3884
		Highest	0.5947	0.5947

2.2 Overall Operational

Unmitigated Operational

Category	tons/yr										MT/yr					
	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
Area	0.4236	5.0000e-005	5.1900e-003	0.0000	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005	0.0000	0.0101	0.0101	3.0000e-005	0.0000	0.0108
Energy	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
Mobile	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
Waste																
Water																
Total	0.4236	5.0000e-005	5.1900e-003	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0101	0.0101	3.0000e-005	0.0000	0.0108

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Mitigated Operational

Category	tons/yr											MT/yr				
	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
Area	0.4236	5.0000e-005	5.1900e-003	0.0000	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005	0.0000	0.0101	0.0101	3.0000e-005	0.0000	0.0108
Energy	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
Mobile	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
Waste																
Water																
Total	0.4236	5.0000e-005	5.1900e-003	0.0000	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005	0.0000	0.0101	0.0101	3.0000e-005	0.0000	0.0108

Percent Reduction	tons/yr											MT/yr				
	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
0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Item Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	3/1/2023	3/8/2023	5	6	
2	Grading	Grading	3/9/2023	3/24/2023	5	12	
3	Final Construction	Final Construction	3/25/2023	3/25/2023	1	1	

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4	Paving	9/28/2023	10/12/2023	5	11
5	Architectural Coating	10/13/2023	10/27/2023	5	11

Acres of Grading (Site Preparation Phase): 9

Acres of Grading (Grading Phase): 12

Acres of Paving: 4.86

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 149,445; Non-Residential Outdoor: 49,815; Striped Parking Area: 12,700 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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
Site Preparation	7	5.00	6.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	18.00	7.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	145.00	38.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	13.00	3.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	29.00	3.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Site Preparation - 2023

Unmitigated Construction On-Site

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
tons/yr																
Fugitive Dust					0.0590	0.0000	0.0590	0.0303	0.0000	0.0303	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.9800e-003	0.0826	0.0547	1.1000e-004	3.8000e-003	3.8000e-003	3.8000e-003	3.4900e-003	3.4900e-003	3.4900e-003	0.0000	10.0352	10.0352	3.2500e-003	0.0000	10.1164
Total	7.9800e-003	0.0826	0.0547	1.1000e-004	0.0590	3.8000e-003	0.0628	0.0303	3.4900e-003	0.0338	0.0000	10.0352	10.0352	3.2500e-003	0.0000	10.1164
MT/yr																

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3.2 Site Preparation - 2023

Unmitigated Construction Off-Site

Category	tons/yr										MT/yr					
	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
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	2.0000e-005	6.2000e-004	2.5000e-004	0.0000	1.1000e-004	1.0000e-005	1.2000e-004	3.0000e-005	0.0000	4.0000e-005	0.0000	0.3029	0.3029	0.0000	4.0000e-005	0.3163
Worker	5.0000e-005	4.0000e-005	4.7000e-004	0.0000	1.6000e-004	0.0000	1.7000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1270	0.1270	0.0000	0.0000	0.1280
Total	7.0000e-005	6.6000e-004	7.2000e-004	0.0000	2.7000e-004	1.0000e-005	2.9000e-004	7.0000e-005	0.0000	8.0000e-005	0.0000	0.4298	0.4298	0.0000	4.0000e-005	0.4443

Mitigated Construction On-Site

Category	tons/yr										MT/yr					
	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
Fugitive Dust					0.0590	0.0000	0.0590	0.0303	0.0000	0.0303	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.9800e-003	0.0826	0.0547	1.1000e-004	3.8000e-003	3.8000e-003	3.8000e-003	3.4900e-003	0.0000	3.4900e-003	0.0000	10.0352	10.0352	3.2500e-003	0.0000	10.1163
Total	7.9800e-003	0.0826	0.0547	1.1000e-004	0.0590	3.8000e-003	0.0628	0.0303	3.4900e-003	0.0338	0.0000	10.0352	10.0352	3.2500e-003	0.0000	10.1163

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3.2 Site Preparation - 2023

Mitigated Construction Off-Site

Category	tons/yr										MT/yr					
	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
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	2.0000e-005	6.2000e-004	2.5000e-004	0.0000	1.1000e-004	1.0000e-005	1.2000e-004	3.0000e-005	0.0000	4.0000e-005	0.0000	0.3029	0.3029	0.0000	4.0000e-005	0.3163
Worker	5.0000e-005	4.0000e-005	4.7000e-004	0.0000	1.6000e-004	0.0000	1.7000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1270	0.1270	0.0000	0.0000	0.1280
Total	7.0000e-005	6.6000e-004	7.2000e-004	0.0000	2.7000e-004	1.0000e-005	2.9000e-004	7.0000e-005	0.0000	8.0000e-005	0.0000	0.4298	0.4298	0.0000	4.0000e-005	0.4443

3.3 Grading - 2023

Unmitigated Construction On-Site

Category	tons/yr										MT/yr					
	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
Fugitive Dust					0.0425	0.0000	0.0425	0.0206	0.0000	0.0206	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0103	0.1076	0.0885	1.8000e-004	4.6500e-003	4.6500e-003	4.6500e-003	4.2800e-003	4.2800e-003	4.2800e-003	0.0000	15.6364	15.6364	5.0600e-003	0.0000	15.7628
Total	0.0103	0.1076	0.0885	1.8000e-004	0.0425	4.6500e-003	0.0472	0.0206	4.2800e-003	0.0248	0.0000	15.6364	15.6364	5.0600e-003	0.0000	15.7628

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3.3 Grading - 2023

Unmitigated Construction Off-Site

Category	tons/yr										MT/yr					
	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
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	5.0000e-005	1.4400e-003	5.7000e-004	1.0000e-005	2.7000e-004	1.0000e-005	2.8000e-004	8.0000e-005	1.0000e-005	9.0000e-005	0.0000	0.7067	0.7067	1.0000e-005	1.0000e-004	0.7380
Worker	3.5000e-004	2.6000e-004	3.3900e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.1900e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9140	0.9140	2.0000e-005	2.0000e-005	0.9217
Total	4.0000e-004	1.7000e-003	3.9600e-003	2.0000e-005	1.4600e-003	2.0000e-005	1.4700e-003	4.0000e-004	2.0000e-005	4.1000e-004	0.0000	1.6207	1.6207	3.0000e-005	1.2000e-004	1.6597

Mitigated Construction On-Site

Category	tons/yr										MT/yr					
	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
Fugitive Dust					0.0425	0.0000	0.0425	0.0206	0.0000	0.0206	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0103	0.1076	0.0885	1.8000e-004	4.6500e-003	4.6500e-003	4.6500e-003	4.2800e-003	4.2800e-003	4.2800e-003	0.0000	15.6364	15.6364	5.0600e-003	0.0000	15.7628
Total	0.0103	0.1076	0.0885	1.8000e-004	0.0425	4.6500e-003	0.0472	0.0206	4.2800e-003	0.0248	0.0000	15.6364	15.6364	5.0600e-003	0.0000	15.7628

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3.3 Grading - 2023

Mitigated Construction Off-Site

Category	tons/yr										MT/yr					
	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
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	5.0000e-005	1.4400e-003	5.7000e-004	1.0000e-005	2.7000e-004	1.0000e-005	2.8000e-004	8.0000e-005	1.0000e-005	9.0000e-005	0.0000	0.7067	0.7067	1.0000e-005	1.0000e-004	0.7380
Worker	3.5000e-004	2.6000e-004	3.3900e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.1900e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9140	0.9140	2.0000e-005	2.0000e-005	0.9217
Total	4.0000e-004	1.7000e-003	3.9600e-003	2.0000e-005	1.4600e-003	2.0000e-005	1.4700e-003	4.0000e-004	2.0000e-005	4.1000e-004	0.0000	1.6207	1.6207	3.0000e-005	1.2000e-004	1.6597

3.4 Building Construction - 2023

Unmitigated Construction On-Site

Category	tons/yr										MT/yr					
	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
Off-Road	0.1046	0.9566	1.0802	1.7900e-003		0.0465	0.0465		0.0438	0.0438	0.0000	154.1502	154.1502	0.0367	0.0000	155.0669
Total	0.1046	0.9566	1.0802	1.7900e-003		0.0465	0.0465		0.0438	0.0438	0.0000	154.1502	154.1502	0.0367	0.0000	155.0669

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3.4 Building Construction - 2023

Unmitigated Construction Off-Site

Category	tons/yr										MT/yr					
	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
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	2.7400e-003	0.0866	0.0345	4.4000e-004	0.0160	7.2000e-004	0.0167	4.6100e-003	6.9000e-004	5.2900e-003	0.0000	42.5169	42.5169	4.3000e-004	6.2900e-003	44.4011
Worker	0.0313	0.0232	0.3027	8.8000e-004	0.1060	5.1000e-004	0.1065	0.0281	4.7000e-004	0.0286	0.0000	81.6075	81.6075	2.0100e-003	2.1400e-003	82.2956
Total	0.0340	0.1098	0.3372	1.3200e-003	0.1219	1.2300e-003	0.1232	0.0328	1.1600e-003	0.0339	0.0000	124.1244	124.1244	2.4400e-003	8.4300e-003	126.6967

Mitigated Construction On-Site

Category	tons/yr										MT/yr					
	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
Off-Road	0.1046	0.9566	1.0802	1.7900e-003		0.0465	0.0465		0.0438	0.0438	0.0000	154.1500	154.1500	0.0367	0.0000	155.0667
Total	0.1046	0.9566	1.0802	1.7900e-003		0.0465	0.0465		0.0438	0.0438	0.0000	154.1500	154.1500	0.0367	0.0000	155.0667

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3.4 Building Construction - 2023

Mitigated Construction Off-Site

Category	tons/yr										MT/yr				CO2e	
	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
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	2.7400e-003	0.0866	0.0345	4.4000e-004	0.0160	7.2000e-004	0.0167	4.6100e-003	6.9000e-004	5.2900e-003	0.0000	42.5169	42.5169	4.3000e-004	6.2900e-003	44.4011
Worker	0.0313	0.0232	0.3027	8.8000e-004	0.1060	5.1000e-004	0.1065	0.0281	4.7000e-004	0.0286	0.0000	81.6075	81.6075	2.0100e-003	2.1400e-003	82.2956
Total	0.0340	0.1098	0.3372	1.3200e-003	0.1219	1.2300e-003	0.1232	0.0328	1.1600e-003	0.0339	0.0000	124.1244	124.1244	2.4400e-003	8.4300e-003	126.6967

3.5 Paving - 2023

Unmitigated Construction On-Site

Category	tons/yr										MT/yr				CO2e	
	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
Off-Road	5.6800e-003	0.0561	0.0802	1.3000e-004	0.0000	2.8100e-003	2.8100e-003	0.0000	2.5800e-003	2.5800e-003	0.0000	11.0148	11.0148	3.5600e-003	0.0000	11.1038
Paving	6.3700e-003				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0121	0.0561	0.0802	1.3000e-004		2.8100e-003	2.8100e-003		2.5800e-003	2.5800e-003	0.0000	11.0148	11.0148	3.5600e-003	0.0000	11.1038

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3.5 Paving - 2023

Unmitigated Construction Off-Site

Category	tons/yr										MT/yr					
	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
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	2.0000e-005	5.7000e-004	2.3000e-004	0.0000	1.0000e-004	0.0000	1.1000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.2776	0.2776	0.0000	4.0000e-005	0.2899
Worker	2.3000e-004	1.7000e-004	2.2400e-003	1.0000e-005	7.9000e-004	0.0000	7.9000e-004	2.1000e-004	0.0000	2.1000e-004	0.0000	0.6051	0.6051	1.0000e-005	2.0000e-005	0.6102
Total	2.5000e-004	7.4000e-004	2.4700e-003	1.0000e-005	8.9000e-004	0.0000	9.0000e-004	2.4000e-004	0.0000	2.4000e-004	0.0000	0.8827	0.8827	1.0000e-005	6.0000e-005	0.9002

Mitigated Construction On-Site

Category	tons/yr										MT/yr					
	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
Off-Road	5.6800e-003	0.0561	0.0802	1.3000e-004	2.8100e-003	2.8100e-003	2.8100e-003	2.5800e-003	2.5800e-003	2.5800e-003	0.0000	11.0148	11.0148	3.5600e-003	0.0000	11.1038
Paving	6.3700e-003				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0121	0.0561	0.0802	1.3000e-004	2.8100e-003	2.8100e-003	2.8100e-003	2.5800e-003	2.5800e-003	2.5800e-003	0.0000	11.0148	11.0148	3.5600e-003	0.0000	11.1038

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3.5 Paving - 2023

Mitigated Construction Off-Site

Category	tons/yr										MT/yr					
	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
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	2.0000e-005	5.7000e-004	2.3000e-004	0.0000	1.0000e-004	0.0000	1.1000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.2776	0.2776	0.0000	4.0000e-005	0.2899
Worker	2.3000e-004	1.7000e-004	2.2400e-003	1.0000e-005	7.9000e-004	0.0000	7.9000e-004	2.1000e-004	0.0000	2.1000e-004	0.0000	0.6051	0.6051	1.0000e-005	2.0000e-005	0.6102
Total	2.5000e-004	7.4000e-004	2.4700e-003	1.0000e-005	8.9000e-004	0.0000	9.0000e-004	2.4000e-004	0.0000	2.4000e-004	0.0000	0.8827	0.8827	1.0000e-005	6.0000e-005	0.9002

3.6 Architectural Coating - 2023

Unmitigated Construction On-Site

Category	tons/yr										MT/yr					
	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
Archit. Coating	0.4912					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0500e-003	7.1700e-003	9.9600e-003	2.0000e-005	3.9000e-004	3.9000e-004	3.9000e-004	3.9000e-004	3.9000e-004	3.9000e-004	0.0000	1.4043	1.4043	8.0000e-005	0.0000	1.4064
Total	0.4923	7.1700e-003	9.9600e-003	2.0000e-005	3.9000e-004	3.9000e-004	3.9000e-004	3.9000e-004	0.0000	3.9000e-004	0.0000	1.4043	1.4043	8.0000e-005	0.0000	1.4064

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**3.6 Architectural Coating - 2023
Unmitigated Construction Off-Site**

Category	tons/yr										MT/yr					
	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
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	2.0000e-005	5.7000e-004	2.3000e-004	0.0000	1.0000e-004	0.0000	1.1000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.2776	0.2776	0.0000	4.0000e-005	0.2899
Worker	5.2000e-004	3.8000e-004	5.0100e-003	1.0000e-005	1.7500e-003	1.0000e-005	1.7600e-003	4.7000e-004	1.0000e-005	4.7000e-004	0.0000	1.3499	1.3499	3.0000e-005	4.0000e-005	1.3613
Total	5.4000e-004	9.5000e-004	5.2400e-003	1.0000e-005	1.8500e-003	1.0000e-005	1.8700e-003	5.0000e-004	1.0000e-005	5.0000e-004	0.0000	1.6275	1.6275	3.0000e-005	8.0000e-005	1.6512

Mitigated Construction On-Site

Category	tons/yr										MT/yr					
	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
Archit. Coating	0.4912					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0500e-003	7.1700e-003	9.9600e-003	2.0000e-005	3.9000e-004	3.9000e-004	3.9000e-004	3.9000e-004	3.9000e-004	3.9000e-004	0.0000	1.4043	1.4043	8.0000e-005	0.0000	1.4064
Total	0.4923	7.1700e-003	9.9600e-003	2.0000e-005	3.9000e-004	3.9000e-004	3.9000e-004	3.9000e-004	3.9000e-004	3.9000e-004	0.0000	1.4043	1.4043	8.0000e-005	0.0000	1.4064

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2023

Mitigated Construction Off-Site

Category	tons/yr										MT/yr					
	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
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	2.0000e-005	5.7000e-004	2.3000e-004	0.0000	1.0000e-004	0.0000	1.1000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.2776	0.2776	0.0000	4.0000e-005	0.2899
Worker	5.2000e-004	3.8000e-004	5.0100e-003	1.0000e-005	1.7500e-003	1.0000e-005	1.7600e-003	4.7000e-004	1.0000e-005	4.7000e-004	0.0000	1.3499	1.3499	3.0000e-005	4.0000e-005	1.3613
Total	5.4000e-004	9.5000e-004	5.2400e-003	1.0000e-005	1.8500e-003	1.0000e-005	1.8700e-003	5.0000e-004	1.0000e-005	5.0000e-004	0.0000	1.6275	1.6275	3.0000e-005	8.0000e-005	1.6512

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Category	tons/yr										MT/yr					
	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
Mitigated	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
Unmitigated	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

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated		Mitigated	
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00				
General Heavy Industry	0.00	0.00	0.00				
Other Asphalt Surfaces	0.00	0.00	0.00				
Parking Lot	0.00	0.00	0.00				
Refrigerated Warehouse-No Rail	0.00	0.00	0.00				
Total	0.00	0.00	0.00				

4.3 Trip Type Information

Land Use	Miles						Trip %			Trip Purpose %		
	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	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by	
City Park	0.00	0.00	0.00	33.00	48.00	19.00			0	0	0	
General Heavy Industry	0.00	0.00	0.00	59.00	28.00	13.00			0	0	0	
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00			0	0	0	
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00			0	0	0	
Refrigerated Warehouse-No	0.00	0.00	0.00	59.00	0.00	41.00			0	0	0	

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.534849	0.056022	0.172639	0.141007	0.026597	0.007310	0.011327	0.018693	0.000616	0.000315	0.024057	0.001100	0.005468
General Heavy Industry	0.534849	0.056022	0.172639	0.141007	0.026597	0.007310	0.011327	0.018693	0.000616	0.000315	0.024057	0.001100	0.005468
Other Asphalt Surfaces	0.534849	0.056022	0.172639	0.141007	0.026597	0.007310	0.011327	0.018693	0.000616	0.000315	0.024057	0.001100	0.005468
Parking Lot	0.534849	0.056022	0.172639	0.141007	0.026597	0.007310	0.011327	0.018693	0.000616	0.000315	0.024057	0.001100	0.005468
Refrigerated Warehouse-No Rail	0.534849	0.056022	0.172639	0.141007	0.026597	0.007310	0.011327	0.018693	0.000616	0.000315	0.024057	0.001100	0.005468

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	tons/yr										MT/yr					
	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
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Natural Gas Mitigated	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
Natural Gas Unmitigated	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

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

Land Use	NaturalGas Use kBTU/yr	tons/yr										MT/yr						
		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	
City Park	0	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	0.0000
General Heavy Industry	0	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	0.0000
Other Asphalt Surfaces	0	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	0.0000
Parking Lot	0	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	0.0000
Refrigerated Warehouse-No Rail	0	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	0.0000
Total		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	0.0000

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

Land Use	NaturalGas Use kBTU/yr	tons/yr										MT/yr						
		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	
City Park	0	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	0.0000
General Heavy Industry	0	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	0.0000
Other Asphalt Surfaces	0	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	0.0000
Parking Lot	0	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	0.0000
Refrigerated Warehouse-No Rail	0	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	0.0000
Total		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	0.0000

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Unmitigated

Land Use	Electricity Use kWh/yr	Total CO2			CO2e
		CH4	N2O		
		MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
General Heavy Industry	0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Mitigated

Land Use	Electricity Use kWh/yr	Total CO2			CO2e
		CH4	N2O		
		MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
General Heavy Industry	0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

6.0 Area Detail

6.1 Mitigation Measures Area

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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
tons/yr																
Mitigated	0.4236	5.0000e-005	5.1900e-003	0.0000	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005	0.0000	0.0101	0.0101	3.0000e-005	0.0000	0.0108
Unmitigated	0.4236	5.0000e-005	5.1900e-003	0.0000	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005	0.0000	0.0101	0.0101	3.0000e-005	0.0000	0.0108
MT/yr																

6.2 Area by SubCategory

Unmitigated

SubCategory	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
tons/yr																
Architectural Coating	0.0491					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3740					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	4.8000e-004	5.0000e-005	5.1900e-003	0.0000	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005	0.0000	0.0101	0.0101	3.0000e-005	0.0000	0.0108
Total	0.4236	5.0000e-005	5.1900e-003	0.0000	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005	0.0000	0.0101	0.0101	3.0000e-005	0.0000	0.0108
MT/yr																

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

SubCategory	tons/yr										MT/yr					
	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
Architectural Coating	0.0491					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3740					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	4.8000e-004	5.0000e-005	5.1900e-003	0.0000		2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005	0.0000	0.0101	0.0101	3.0000e-005	0.0000	0.0108
Total	0.4236	5.0000e-005	5.1900e-003	0.0000		2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005	0.0000	0.0101	0.0101	3.0000e-005	0.0000	0.0108

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

Land Use	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
	Mgal	MT/yr			
City Park	0 / 0	0.0000	0.0000	0.0000	0.0000
General Heavy Industry	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Generated House-Non-Rail	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

7.2 Water by Land Use

Mitigated

Land Use	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
		Mgal			
City Park	0 / 0	0.0000	0.0000	0.0000	0.0000
General Heavy Industry	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

8.0 Waste Detail

8.1 Mitigation Measures Waste

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

8.2 Waste by Land Use

Unmitigated

Land Use	Waste Disposed tons	Total CO2			CO2e
		CH4	N2O	CO2e	
City Park	0	0.0000	0.0000	0.0000	0.0000
General Heavy Industry	0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Generated refuse-No tail	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.2 Waste by Land Use

Mitigated

Land Use	Waste Disposed tons	Total CO2	CH4	N2O	CO2e
City Park	0	0.0000	0.0000	0.0000	0.0000
General Heavy Industry	0	0.0000	0.0000	0.0000	0.0000
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Refrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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EMFAC

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Cottonwood & Edgemont (Construction - Unmitigated)

Riverside-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Heavy Industry	89.67	1000sqft	2.06	89,667.00	0
Refrigerated Warehouse-No Rail	9.96	1000sqft	0.23	9,963.00	0
Other Asphalt Surfaces	176.40	1000sqft	4.05	176,404.00	0
Parking Lot	130.00	Space	0.81	35,264.00	0
City Park	0.79	Acre	0.79	34,588.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.4	Precipitation Freq (Days)	28
Climate Zone	10			Operational Year	2023

Utility Company Southern California Edison

CO2 Intensity (lb/MW/hr)	390.98	CH4 Intensity (lb/MW/hr)	0.033	N2O Intensity (lb/MW/hr)	0.004
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1.3 User Entered Comments & Non-Default Data

Project Characteristics - Consistent with the IS/MND's model.

Land Use - Consistent with the IS/MND's model.

Construction Phase - See SWAPE's comments on "Unsubstantiated Changes to Individual Construction Phase Lengths"

Construction Equipment - See SWAPE's comments on "Unsubstantiated Changes to Construction Off-Road Equipment Unit Amounts"

Construction Equipment - See SWAPE's comments on "Unsubstantiated Changes to Construction Off-Road Equipment Unit Amounts"

Construction Equipment - See SWAPE's comments on "Unsubstantiated Changes to Construction Off-Road Equipment Unit Amounts"

Construction Equipment - See SWAPE's comments on "Unsubstantiated Changes to Construction Off-Road Equipment Unit Amounts"

Attachment: Notice of Availability Public Comments [Revision 1] (6149 : Master Plot Plan, a Plot Plan and a Tentative Parcel Map)

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Trips and VMT - Consistent with the IS/MND's model.

Grading - Left as default

Architectural Coating - See SWAPE's comments on "Unsubstantiated Reductions to Architectural Coating Emission Factors"

Vehicle Trips - Consistent with the IS/MND's model.

Energy Use - Consistent with the IS/MND's model.

Water And Wastewater - Consistent with the IS/MND's model.

Solid Waste - Consistent with the IS/MND's model.

Construction Off-road Equipment Mitigation - Consistent with the IS/MND's model

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	6.00
tblConstructionPhase	NumDays	20.00	12.00
tblConstructionPhase	NumDays	230.00	133.00
tblConstructionPhase	NumDays	20.00	11.00
tblConstructionPhase	NumDays	20.00	11.00
tblEnergyUse	LightingElect	2.93	0.00
tblEnergyUse	LightingElect	0.35	0.00
tblEnergyUse	LightingElect	2.37	0.00
tblEnergyUse	NT24E	5.02	0.00
tblEnergyUse	NT24E	36.52	0.00
tblEnergyUse	NT24NG	17.13	0.00
tblEnergyUse	NT24NG	48.51	0.00
tblEnergyUse	T24E	1.97	0.00
tblEnergyUse	T24E	0.95	0.00
tblEnergyUse	T24NG	15.20	0.00
tblEnergyUse	T24NG	3.22	0.00
tblLandUse	LandUseSquareFeet	89,670.00	89,667.00
tblLandUse	LandUseSquareFeet	9,960.00	9,963.00
tblLandUse	LandUseSquareFeet	176,400.00	176,404.00

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblLandUse	LandUseSquareFeet	52,000.00	35,264.00
tblLandUse	LandUseSquareFeet	34,412.40	34,588.00
tblLandUse	LotAcreage	1.17	0.81
tblSolidWaste	SolidWasteGenerationRate	0.07	0.00
tblSolidWaste	SolidWasteGenerationRate	111.19	0.00
tblSolidWaste	SolidWasteGenerationRate	9.36	0.00
tblITripsAndVMT	VendorTripNumber	0.00	6.00
tblITripsAndVMT	VendorTripNumber	0.00	7.00
tblITripsAndVMT	VendorTripNumber	57.00	38.00
tblITripsAndVMT	VendorTripNumber	0.00	3.00
tblITripsAndVMT	VendorTripNumber	0.00	3.00
tblITripsAndVMT	WorkerTripNumber	18.00	5.00
tblITripsAndVMT	WorkerTripNumber	15.00	18.00
tblITripsAndVMT	WorkerTripNumber	15.00	13.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleTrips	DV_TP	28.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	6.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	66.00	0.00
tblVehicleTrips	PR_TP	92.00	0.00
tblVehicleTrips	PR_TP	92.00	0.00
tblVehicleTrips	ST_TR	1.96	0.00
tblVehicleTrips	ST_TR	6.42	0.00
tblVehicleTrips	ST_TR	2.12	0.00
tblVehicleTrips	SU_TR	2.19	0.00
tblVehicleTrips	SU_TR	5.09	0.00
tblVehicleTrips	SU_TR	2.12	0.00
tblVehicleTrips	WD_TR	0.78	0.00
tblVehicleTrips	WD_TR	3.93	0.00
tblVehicleTrips	WD_TR	2.12	0.00
tblWater	IndoorWaterUseRate	20,736,187.50	0.00
tblWater	IndoorWaterUseRate	2,303,250.00	0.00
tblWater	OutdoorWaterUseRate	941,270.27	0.00

2.0 Emissions Summary

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

Year	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
2023	89.6132	27.7315	22.0746	0.0478	19.7513	1.2680	21.0193	10.1283	1.1666	11.2950	0.0000	4,718.234	4,718.234	1.1948	0.1381	4,775.581
Maximum	89.6132	27.7315	22.0746	0.0478	19.7513	1.2680	21.0193	10.1283	1.1666	11.2950	0.0000	4,718.234	4,718.234	1.1948	0.1381	4,775.581

Mitigated Construction

Year	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
2023	89.6132	27.7315	22.0746	0.0478	19.7513	1.2680	21.0193	10.1283	1.1666	11.2950	0.0000	4,718.234	4,718.234	1.1948	0.1381	4,775.581
Maximum	89.6132	27.7315	22.0746	0.0478	19.7513	1.2680	21.0193	10.1283	1.1666	11.2950	0.0000	4,718.234	4,718.234	1.1948	0.1381	4,775.581

Year	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
Recent Construction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational
Unmitigated Operational

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																
Area	2.3224	3.8000e-004	0.0415	0.0000	1.5000e-004	1.5000e-004	1.5000e-004	1.5000e-004	1.5000e-004	1.5000e-004	0.0890	0.0890	0.0890	2.3000e-004	0.0000	0.0949
Energy	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
Mobile	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
Total	2.3224	3.8000e-004	0.0415	0.0000	0.0000	1.5000e-004	1.5000e-004	0.0000	1.5000e-004	1.5000e-004	0.0890	0.0890	0.0890	2.3000e-004	0.0000	0.0949

Mitigated Operational

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																
Area	2.3224	3.8000e-004	0.0415	0.0000	1.5000e-004	1.5000e-004	1.5000e-004	1.5000e-004	1.5000e-004	1.5000e-004	0.0890	0.0890	0.0890	2.3000e-004	0.0000	0.0949
Energy	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
Mobile	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
Total	2.3224	3.8000e-004	0.0415	0.0000	0.0000	1.5000e-004	1.5000e-004	0.0000	1.5000e-004	1.5000e-004	0.0890	0.0890	0.0890	2.3000e-004	0.0000	0.0949

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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
0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	3/1/2023	3/8/2023	5	6	
2	Grading	Grading	3/9/2023	3/24/2023	5	12	
3	Building Construction	Building Construction	3/25/2023	9/27/2023	5	133	
4	Paving	Paving	9/28/2023	10/12/2023	5	11	
5	Architectural Coating	Architectural Coating	10/13/2023	10/27/2023	5	11	

Acres of Grading (Site Preparation Phase): 9

Acres of Grading (Grading Phase): 12

Acres of Paving: 4.86

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 149,445; Non-Residential Outdoor: 49,815; Striped Parking Area: 12,700 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Excavators	Excavators	1	8.00	158	0.38
Graders	Graders	1	8.00	187	0.41
Rubber Tired Dozers	Rubber Tired Dozers	1	8.00	247	0.40
Tractors/Loaders/Backhoes	Tractors/Loaders/Backhoes	3	8.00	97	0.37

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	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
Site Preparation	7	5.00	6.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	18.00	7.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	145.00	38.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	13.00	3.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	29.00	3.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Site Preparation - 2023

Unmitigated Construction On-Site

Category	lb/day															
	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
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	2.6595	27.5242	18.2443	0.0381	1.2660	1.2660	1.2660	1.1647	1.1647	1.1647		3,687.3081	3,687.3081	1.1926		3,717.1219
Total	2.6595	27.5242	18.2443	0.0381	19.6570	1.2660	20.9230	10.1025	1.1647	11.2672		3,687.3081	3,687.3081	1.1926		3,717.1219

Unmitigated Construction Off-Site

Category	lb/day															
	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
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
Vendor	6.7600e-003	0.1960	0.0807	1.0500e-003	0.0384	1.7100e-003	0.0401	0.0111	1.6300e-003	0.0127		111.1626	111.1626	1.1300e-003	0.0164	116.0860
Worker	0.0183	0.0113	0.1834	4.9000e-004	0.0559	2.6000e-004	0.0562	0.0148	2.4000e-004	0.0151		50.3102	50.3102	1.1500e-003	1.1700e-003	50.6884
Total	0.0250	0.2073	0.2641	1.5400e-003	0.0943	1.9700e-003	0.0963	0.0259	1.8700e-003	0.0278		161.4728	161.4728	2.2800e-003	0.0176	166.7745

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Site Preparation - 2023

Mitigated Construction On-Site

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																
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	2.6595	27.5242	18.2443	0.0381	1.2660	1.2660	1.2660	1.1647	1.1647	1.1647	0.0000	3,687.3081	3,687.3081	1.1926		3,717.1219
Total	2.6595	27.5242	18.2443	0.0381	19.6570	1.2660	20.9230	10.1025	1.1647	11.2672	0.0000	3,687.3081	3,687.3081	1.1926		3,717.1219

Mitigated Construction Off-Site

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																
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
Vendor	6.7600e-003	0.1960	0.0807	1.0500e-003	0.0384	1.7100e-003	0.0401	0.0111	1.6300e-003	0.0127			111.1626	1.1300e-003	0.0164	116.0860
Worker	0.0183	0.0113	0.1834	4.9000e-004	0.0559	2.6000e-004	0.0562	0.0148	2.4000e-004	0.0151			50.3102	1.1500e-003	1.1700e-003	50.6884
Total	0.0250	0.2073	0.2641	1.5400e-003	0.0943	1.9700e-003	0.0963	0.0259	1.8700e-003	0.0278			161.4728	2.2800e-003	0.0176	166.7745

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2023

Unmitigated Construction On-Site

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																
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.7109	17.9359	14.7507	0.0297	0.7749	0.7749	0.7749	0.7129	0.7129	0.7129		2,872.6910	2,872.6910	0.9291		2,895.9182
Total	1.7109	17.9359	14.7507	0.0297	7.0826	0.7749	7.8575	3.4247	0.7129	4.1377		2,872.6910	2,872.6910	0.9291		2,895.9182

Unmitigated Construction Off-Site

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																
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
Vendor	7.8900e-003	0.2287	0.0942	1.2200e-003	0.0448	1.9900e-003	0.0468	0.0129	1.9100e-003	0.0148		129.6897	129.6897	1.3200e-003	0.0192	135.4337
Worker	0.0658	0.0406	0.6603	1.7700e-003	0.2012	9.4000e-004	0.2021	0.0534	8.7000e-004	0.0542		181.1165	181.1165	4.1400e-003	4.2200e-003	182.4783
Total	0.0737	0.2693	0.7545	2.9900e-003	0.2460	2.9300e-003	0.2490	0.0663	2.7800e-003	0.0690		310.8062	310.8062	5.4600e-003	0.0234	317.9120

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2023

Mitigated Construction On-Site

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																
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.7109	17.9359	14.7507	0.0297	0.7749	0.7749	0.7749	0.7129	0.0000	0.7129	0.0000	2,872.6910	2,872.6910	0.9291		2,895.9182
Total	1.7109	17.9359	14.7507	0.0297	7.0826	0.7749	7.8575	3.4247	0.7129	4.1377	0.0000	2,872.6910	2,872.6910	0.9291		2,895.9182

Mitigated Construction Off-Site

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																
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
Vendor	7.8900e-003	0.2287	0.0942	1.2200e-003	0.0448	1.9900e-003	0.0468	0.0129	1.9100e-003	0.0148			129.6897	1.3200e-003	0.0192	135.4337
Worker	0.0658	0.0406	0.6603	1.7700e-003	0.2012	9.4000e-004	0.2021	0.0534	8.7000e-004	0.0542			181.1165	4.1400e-003	4.2200e-003	182.4783
Total	0.0737	0.2693	0.7545	2.9900e-003	0.2460	2.9300e-003	0.2490	0.0663	2.7800e-003	0.0690			310.8062	5.4600e-003	0.0234	317.9120

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2023

Unmitigated Construction On-Site

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															
Off-Road	1.5728	14.3849	16.2440	0.0269	0.6997	0.6997	0.6997	0.6584	0.6584	0.6584	2,555.2099	2,555.2099	2,555.2099	0.6079	0.6079	2,570.4061
Total	1.5728	14.3849	16.2440	0.0269	0.6997	0.6997	0.6997	0.6584	0.6584	0.6584	2,555.2099	2,555.2099	2,555.2099	0.6079	0.6079	2,570.4061

Unmitigated Construction Off-Site

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															
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	0.0428	1.2415	0.5112	6.6400e-003	0.2434	0.0108	0.2542	0.0701	0.0103	0.0804	704.0298	704.0298	704.0298	7.1800e-003	0.1040	735.2116
Worker	0.5298	0.3274	5.3194	0.0143	1.6208	7.6000e-003	1.6284	0.4298	7.0000e-003	0.4368	1,458.9944	1,458.9944	1,458.9944	0.0333	0.0340	1,469.9642
Total	0.5726	1.5688	5.8306	0.0209	1.8642	0.0184	1.8826	0.4999	0.0173	0.5173	2,163.0242	2,163.0242	2,163.0242	0.0405	0.1381	2,205.1758

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2023

Mitigated Construction On-Site

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															
Off-Road	1.5728	14.3849	16.2440	0.0269	0.6997	0.6997	0.6997	0.6584	0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	1.5728	14.3849	16.2440	0.0269	0.6997	0.6997	0.6997	0.6584	0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061

Mitigated Construction Off-Site

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															
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	0.0428	1.2415	0.5112	6.6400e-003	0.2434	0.0108	0.2542	0.0701	0.0103	0.0804	704.0298	704.0298	704.0298	7.1800e-003	0.1040	735.2116
Worker	0.5298	0.3274	5.3194	0.0143	1.6208	7.6000e-003	1.6284	0.4298	7.0000e-003	0.4368	1,458.9944	1,458.9944	1,458.9944	0.0333	0.0340	1,469.9642
Total	0.5726	1.5688	5.8306	0.0209	1.8642	0.0184	1.8826	0.4999	0.0173	0.5173	2,163.0242	2,163.0242	2,163.0242	0.0405	0.1381	2,205.1758

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2023

Unmitigated Construction On-Site

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																
Off-Road	1.0327	10.1917	14.5842	0.0228	0.5102	0.5102	0.5102	0.4694	0.4694	0.4694	2,207.584	1	2,207.584	0.7140		2,225.433
Paving	1.1576				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Total	2.1903	10.1917	14.5842	0.0228	0.5102	0.5102	0.5102	0.4694	0.4694	0.4694	2,207.584	1	2,207.584	0.7140		2,225.433

Unmitigated Construction Off-Site

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																
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
Vendor	3.3800e-003	0.0980	0.0404	5.2000e-004	0.0192	8.5000e-004	0.0201	5.5300e-003	8.2000e-004	6.3500e-003			55.5813	5.7000e-004	8.2100e-003	58.0430
Worker	0.0475	0.0294	0.4769	1.2800e-003	0.1453	6.8000e-004	0.1460	0.0385	6.3000e-004	0.0392			130.8064	2.9900e-003	3.0500e-003	131.7899
total	0.0509	0.1274	0.5173	1.8000e-003	0.1645	1.5300e-003	0.1661	0.0441	1.4500e-003	0.0455			186.3877	3.5600e-003	0.0113	189.8329

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2023

Mitigated Construction On-Site

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																
Off-Road	1.0327	10.1917	14.5842	0.0228	0.5102	0.5102	0.5102	0.4694	0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	1.1576				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Total	2.1903	10.1917	14.5842	0.0228	0.5102	0.5102	0.5102	0.4694	0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336

Mitigated Construction Off-Site

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																
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
Vendor	3.3800e-003	0.0980	0.0404	5.2000e-004	0.0192	8.5000e-004	0.0201	5.5300e-003	8.2000e-004	6.3500e-003		55.5813	55.5813	5.7000e-004	8.2100e-003	58.0430
Worker	0.0475	0.0294	0.4769	1.2800e-003	0.1453	6.8000e-004	0.1460	0.0385	6.3000e-004	0.0392		130.8064	130.8064	2.9900e-003	3.0500e-003	131.7899
total	0.0509	0.1274	0.5173	1.8000e-003	0.1645	1.5300e-003	0.1661	0.0441	1.4500e-003	0.0455		186.3877	186.3877	3.5600e-003	0.0113	189.8329

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2023

Unmitigated Construction On-Site

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															
Archit. Coating	89.3122					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003	0.0708	0.0708	0.0708	0.0708	0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	89.5039	1.3030	1.8111	2.9700e-003	0.0708	0.0708	0.0708	0.0708	0.0708	0.0708		281.4481	281.4481	0.0168		281.8690

Unmitigated Construction Off-Site

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															
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	3.3800e-003	0.0980	0.0404	5.2000e-004	0.0192	8.5000e-004	0.0201	5.5300e-003	8.2000e-004	6.3500e-003		55.5813	55.5813	5.7000e-004	8.2100e-003	88.0430
Worker	0.1060	0.0655	1.0639	2.8500e-003	0.3242	1.5200e-003	0.3257	0.0860	1.4000e-003	0.0874		291.7989	291.7989	6.6600e-003	6.8000e-003	293.9928
total	0.1093	0.1635	1.1043	3.3700e-003	0.3434	2.3700e-003	0.3457	0.0915	2.2200e-003	0.0937		347.3802	347.3802	7.2300e-003	0.0150	352.0359

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2023

Mitigated Construction On-Site

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																
Archit. Coating	89.3122				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003	0.0708	0.0708	0.0708	0.0708	0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	89.5039	1.3030	1.8111	2.9700e-003	0.0708	0.0708	0.0708	0.0708	0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690

Mitigated Construction Off-Site

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																
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
Vendor	3.3800e-003	0.0980	0.0404	5.2000e-004	0.0192	8.5000e-004	0.0201	5.5300e-003	8.2000e-004	6.3500e-003		55.5813	55.5813	5.7000e-004	8.2100e-003	88.0430
Worker	0.1060	0.0655	1.0639	2.8500e-003	0.3242	1.5200e-003	0.3257	0.0860	1.4000e-003	0.0874		291.7989	291.7989	6.6600e-003	6.8000e-003	293.9928
Total	0.1093	0.1635	1.1043	3.3700e-003	0.3434	2.3700e-003	0.3457	0.0915	2.2200e-003	0.0937		347.3802	347.3802	7.2300e-003	0.0150	352.0359

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Category	lb/day										lb/day					
	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
Mitigated	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
Unmitigated	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

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated Annual VMT		Mitigated Annual VMT	
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00				
General Heavy Industry	0.00	0.00	0.00				
Other Asphalt Surfaces	0.00	0.00	0.00				
Parking Lot	0.00	0.00	0.00				
Refrigerated Warehouse-No Rail	0.00	0.00	0.00				
Total	0.00	0.00	0.00				

4.2 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	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
City Park	0.00	0.00	0.00	33.00	48.00	19.00	0	0	0
General Heavy Industry	0.00	0.00	0.00	50.00	50.00	40.00	0	0	0

Attachment: Notice of Availability Public Comments [Revision 1] (6149 : Master Plot Plan, a Plot Plan and a Tentative Parcel Map)

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	Miles					Trip %					Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-C	Primary	Diverted
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Refrigerated Warehouse-No	0.00	0.00	0.00	0.00	59.00	0.00	0.00	41.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.534849	0.056022	0.172639	0.141007	0.026597	0.007310	0.011327	0.018693	0.000616	0.000315	0.024057	0.001100	0.005468
General Heavy Industry	0.534849	0.056022	0.172639	0.141007	0.026597	0.007310	0.011327	0.018693	0.000616	0.000315	0.024057	0.001100	0.005468
Other Asphalt Surfaces	0.534849	0.056022	0.172639	0.141007	0.026597	0.007310	0.011327	0.018693	0.000616	0.000315	0.024057	0.001100	0.005468
Parking Lot	0.534849	0.056022	0.172639	0.141007	0.026597	0.007310	0.011327	0.018693	0.000616	0.000315	0.024057	0.001100	0.005468
Refrigerated Warehouse-No Rail	0.534849	0.056022	0.172639	0.141007	0.026597	0.007310	0.011327	0.018693	0.000616	0.000315	0.024057	0.001100	0.005468

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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															
NaturalGas Mitigated	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
NaturalGas Unmitigated	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

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															
City Park	0	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
General Heavy Industry	0	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
Other Asphalt Surfaces	0	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
Parking Lot	0	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
Generated House-Non-Rail	0	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
Total		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

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

Land Use	NaturalGas Use kBTU/yr	lb/day										lb/day						
		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	
City Park	0	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	0.0000
General Heavy Industry	0	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	0.0000
Other Asphalt Surfaces	0	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	0.0000
Parking Lot	0	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	0.0000
Refrigerated Warehouse-No Rail	0	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	0.0000
Total		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	0.0000

6.0 Area Detail

6.1 Mitigation Measures Area

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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																
Mitigated	2.3224	3.8000e-004	0.0415	0.0000	1.5000e-004	1.5000e-004	1.5000e-004	1.5000e-004	1.5000e-004	1.5000e-004	0.0890	0.0890	0.0890	2.3000e-004		0.0949
Unmitigated	2.3224	3.8000e-004	0.0415	0.0000	1.5000e-004	1.5000e-004	1.5000e-004	1.5000e-004	1.5000e-004	1.5000e-004	0.0890	0.0890	0.0890	2.3000e-004		0.0949

6.2 Area by SubCategory

Unmitigated

SubCategory	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																
Architectural Coating	0.2692				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Consumer Products	2.0494				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Landscaping	3.8500e-003	3.8000e-004	0.0415	0.0000	1.5000e-004	1.5000e-004	1.5000e-004	1.5000e-004	1.5000e-004	1.5000e-004	0.0890	0.0890	0.0890	2.3000e-004		0.0949
Total	2.3224	3.8000e-004	0.0415	0.0000	1.5000e-004	1.5000e-004	1.5000e-004	1.5000e-004	1.5000e-004	1.5000e-004	0.0890	0.0890	0.0890	2.3000e-004		0.0949

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

SubCategory	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															
Architectural Coating	0.2692					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.0494					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.8500e-003	3.8000e-004	0.0415	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0890	0.0890	0.0890	2.3000e-004		0.0949
Total	2.3224	3.8000e-004	0.0415	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0890	0.0890	0.0890	2.3000e-004		0.0949

7.0 Water Detail

7.1 Mitigation Measures Water

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Cottonwood & Edgemont (Construction - Unmitigated)

Riverside-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Heavy Industry	89.67	1000sqft	2.06	89,667.00	0
Refrigerated Warehouse-No Rail	9.96	1000sqft	0.23	9,963.00	0
Other Asphalt Surfaces	176.40	1000sqft	4.05	176,404.00	0
Parking Lot	130.00	Space	0.81	35,264.00	0
City Park	0.79	Acre	0.79	34,588.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.4	Precipitation Freq (Days)	28
Climate Zone	10			Operational Year	2023

Utility Company Southern California Edison

CO2 Intensity (lb/MW/hr)	390.98	CH4 Intensity (lb/MW/hr)	0.033	N2O Intensity (lb/MW/hr)	0.004
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1.3 User Entered Comments & Non-Default Data

Project Characteristics - Consistent with the IS/MND's model.

Land Use - Consistent with the IS/MND's model.

Construction Phase - See SWAPE's comments on "Unsubstantiated Changes to Individual Construction Phase Lengths"

Off-Road Equipment - See SWAPE's comments on "Unsubstantiated Changes to Construction Off-Road Equipment Unit Amounts"

Off-Road Equipment - See SWAPE's comments on "Unsubstantiated Changes to Construction Off-Road Equipment Unit Amounts"

Off-Road Equipment - See SWAPE's comments on "Unsubstantiated Changes to Construction Off-Road Equipment Unit Amounts"

Off-Road Equipment - See SWAPE's comments on "Unsubstantiated Changes to Construction Off-Road Equipment Unit Amounts"

Attachment: Notice of Availability Public Comments [Revision 1] (61499 : Master Plot Plan, a Plot Plan and a Tentative Parcel Map)

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Trips and VMT - Consistent with the IS/MND's model.

Grading - Left as default

Architectural Coating - See SWAPE's comments on "Unsubstantiated Reductions to Architectural Coating Emission Factors"

Vehicle Trips - Consistent with the IS/MND's model.

Energy Use - Consistent with the IS/MND's model.

Water And Wastewater - Consistent with the IS/MND's model.

Solid Waste - Consistent with the IS/MND's model.

Construction Off-road Equipment Mitigation - Consistent with the IS/MND's model

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	6.00
tblConstructionPhase	NumDays	20.00	12.00
tblConstructionPhase	NumDays	230.00	133.00
tblConstructionPhase	NumDays	20.00	11.00
tblConstructionPhase	NumDays	20.00	11.00
tblEnergyUse	LightingElect	2.93	0.00
tblEnergyUse	LightingElect	0.35	0.00
tblEnergyUse	LightingElect	2.37	0.00
tblEnergyUse	NT24E	5.02	0.00
tblEnergyUse	NT24E	36.52	0.00
tblEnergyUse	NT24NG	17.13	0.00
tblEnergyUse	NT24NG	48.51	0.00
tblEnergyUse	T24E	1.97	0.00
tblEnergyUse	T24E	0.95	0.00
tblEnergyUse	T24NG	15.20	0.00
tblEnergyUse	T24NG	3.22	0.00
tblLandUse	LandUseSquareFeet	89,670.00	89,667.00
tblLandUse	LandUseSquareFeet	9,960.00	9,963.00
tblLandUse	LandUseSquareFeet	176,400.00	176,404.00

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblLandUse	LandUseSquareFeet	52,000.00	35,264.00
tblLandUse	LandUseSquareFeet	34,412.40	34,588.00
tblLandUse	LotAcreage	1.17	0.81
tblSolidWaste	SolidWasteGenerationRate	0.07	0.00
tblSolidWaste	SolidWasteGenerationRate	111.19	0.00
tblSolidWaste	SolidWasteGenerationRate	9.36	0.00
tblITripsAndVMT	VendorTripNumber	0.00	6.00
tblITripsAndVMT	VendorTripNumber	0.00	7.00
tblITripsAndVMT	VendorTripNumber	57.00	38.00
tblITripsAndVMT	VendorTripNumber	0.00	3.00
tblITripsAndVMT	VendorTripNumber	0.00	3.00
tblITripsAndVMT	WorkerTripNumber	18.00	5.00
tblITripsAndVMT	WorkerTripNumber	15.00	18.00
tblITripsAndVMT	WorkerTripNumber	15.00	13.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleTrips	DV_TP	28.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	6.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	66.00	0.00
tblVehicleTrips	PR_TP	92.00	0.00
tblVehicleTrips	PR_TP	92.00	0.00
tblVehicleTrips	ST_TR	1.96	0.00
tblVehicleTrips	ST_TR	6.42	0.00
tblVehicleTrips	ST_TR	2.12	0.00
tblVehicleTrips	SU_TR	2.19	0.00
tblVehicleTrips	SU_TR	5.09	0.00
tblVehicleTrips	SU_TR	2.12	0.00
tblVehicleTrips	WD_TR	0.78	0.00
tblVehicleTrips	WD_TR	3.93	0.00
tblVehicleTrips	WD_TR	2.12	0.00
tblWater	IndoorWaterUseRate	20,736,187.50	0.00
tblWater	IndoorWaterUseRate	2,303,250.00	0.00
tblWater	OutdoorWaterUseRate	941,270.27	0.00

2.0 Emissions Summary

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

Year	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																
2023	89.6063	27.7438	21.0919	0.0465	19.7513	1.2680	21.0193	10.1283	1.1666	11.2950	0.0000	4,582.9669	4,582.9669	1.1948	0.1392	4,640.6493
Maximum	89.6063	27.7438	21.0919	0.0465	19.7513	1.2680	21.0193	10.1283	1.1666	11.2950	0.0000	4,582.9669	4,582.9669	1.1948	0.1392	4,640.6493

Mitigated Construction

Year	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																
2023	89.6063	27.7438	21.0919	0.0465	19.7513	1.2680	21.0193	10.1283	1.1666	11.2950	0.0000	4,582.9669	4,582.9669	1.1948	0.1392	4,640.6493
Maximum	89.6063	27.7438	21.0919	0.0465	19.7513	1.2680	21.0193	10.1283	1.1666	11.2950	0.0000	4,582.9669	4,582.9669	1.1948	0.1392	4,640.6493

Year	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
Recent Construction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

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																
Area	2.3224	3.8000e-004	0.0415	0.0000	1.5000e-004	1.5000e-004	1.5000e-004	1.5000e-004	1.5000e-004	1.5000e-004	0.0890	0.0890	0.0890	2.3000e-004	0.0000	0.0949
Energy	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
Mobile	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
Total	2.3224	3.8000e-004	0.0415	0.0000	0.0000	1.5000e-004	1.5000e-004	0.0000	1.5000e-004	1.5000e-004	0.0890	0.0890	0.0890	2.3000e-004	0.0000	0.0949

Mitigated Operational

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																
Area	2.3224	3.8000e-004	0.0415	0.0000	1.5000e-004	1.5000e-004	1.5000e-004	1.5000e-004	1.5000e-004	1.5000e-004	0.0890	0.0890	0.0890	2.3000e-004	0.0000	0.0949
Energy	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
Mobile	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
Total	2.3224	3.8000e-004	0.0415	0.0000	0.0000	1.5000e-004	1.5000e-004	0.0000	1.5000e-004	1.5000e-004	0.0890	0.0890	0.0890	2.3000e-004	0.0000	0.0949

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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
0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	3/1/2023	3/8/2023	5	6	
2	Grading	Grading	3/9/2023	3/24/2023	5	12	
3	Building Construction	Building Construction	3/25/2023	9/27/2023	5	133	
4	Paving	Paving	9/28/2023	10/12/2023	5	11	
5	Architectural Coating	Architectural Coating	10/13/2023	10/27/2023	5	11	

Acres of Grading (Site Preparation Phase): 9

Acres of Grading (Grading Phase): 12

Acres of Paving: 4.86

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 149,445; Non-Residential Outdoor: 49,815; Striped Parking Area: 12,700 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Excavators	Excavators	1	8.00	158	0.38
Graders	Graders	1	8.00	187	0.41
Rubber Tired Dozers	Rubber Tired Dozers	1	8.00	247	0.40
Tractors/Loaders/Backhoes	Tractors/Loaders/Backhoes	3	8.00	97	0.37

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	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
Site Preparation	7	5.00	6.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	18.00	7.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	145.00	38.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	13.00	3.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	29.00	3.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Site Preparation - 2023

Unmitigated Construction On-Site

Category	lb/day															
	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
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	2.6595	27.5242	18.2443	0.0381	1.2660	1.2660	1.2660	1.1647	1.1647	1.1647	3,687.308	1	3,687.308	1.1926		3,717.121
Total	2.6595	27.5242	18.2443	0.0381	19.6570	1.2660	20.9230	10.1025	1.1647	11.2672	3,687.308	1	3,687.308	1.1926		3,717.121

Unmitigated Construction Off-Site

Category	lb/day															
	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
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
Vendor	6.2600e-003	0.2079	0.0834	1.0500e-003	0.0384	1.7100e-003	0.0401	0.0111	1.6400e-003	0.0127	111.4385		111.4385	1.1100e-003	0.0165	116.3777
Worker	0.0171	0.0117	0.1490	4.5000e-004	0.0559	2.6000e-004	0.0562	0.0148	2.4000e-004	0.0151	45.5855		45.5855	1.1400e-003	1.2000e-003	45.9719
Total	0.0234	0.2196	0.2324	1.5000e-003	0.0943	1.9700e-003	0.0963	0.0259	1.8800e-003	0.0278	157.0240		157.0240	2.2500e-003	0.0177	162.3496

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Site Preparation - 2023

Mitigated Construction On-Site

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																
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	2.6595	27.5242	18.2443	0.0381	1.2660	1.2660	1.2660	1.1647	1.1647	1.1647	0.0000	3,687.3081	3,687.3081	1.1926		3,717.1219
Total	2.6595	27.5242	18.2443	0.0381	19.6570	1.2660	20.9230	10.1025	1.1647	11.2672	0.0000	3,687.3081	3,687.3081	1.1926		3,717.1219

Mitigated Construction Off-Site

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																
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
Vendor	6.2600e-003	0.2079	0.0834	1.0500e-003	0.0384	1.7100e-003	0.0401	0.0111	1.6400e-003	0.0127			111.4385	1.1100e-003	0.0165	116.3777
Worker	0.0171	0.0117	0.1490	4.5000e-004	0.0559	2.6000e-004	0.0562	0.0148	2.4000e-004	0.0151			45.5855	1.1400e-003	1.2000e-003	45.9719
Total	0.0234	0.2196	0.2324	1.5000e-003	0.0943	1.9700e-003	0.0963	0.0259	1.8800e-003	0.0278			157.0240	2.2500e-003	0.0177	162.3496

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2023

Unmitigated Construction On-Site

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																
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.7109	17.9359	14.7507	0.0297	0.7749	0.7749	0.7749	0.7129	0.7129	0.7129		2,872.6910	2,872.6910	0.9291		2,895.9182
Total	1.7109	17.9359	14.7507	0.0297	7.0826	0.7749	7.8575	3.4247	0.7129	4.1377		2,872.6910	2,872.6910	0.9291		2,895.9182

Unmitigated Construction Off-Site

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																
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
Vendor	7.3100e-003	0.2425	0.0973	1.2300e-003	0.0448	2.0000e-003	0.0468	0.0129	1.9100e-003	0.0148			130.0116	1.3000e-003	0.0192	135.7739
Worker	0.0616	0.0422	0.5362	1.6000e-003	0.2012	9.4000e-004	0.2021	0.0534	8.7000e-004	0.0542			164.1079	4.1200e-003	4.3200e-003	165.4988
Total	0.0690	0.2847	0.6336	2.8300e-003	0.2460	2.9400e-003	0.2490	0.0663	2.7800e-003	0.0691		294.1194	294.1194	5.4200e-003	0.0236	301.2727

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2023

Mitigated Construction On-Site

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																
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.7109	17.9359	14.7507	0.0297	0.7749	0.7749	0.7749	0.7129	0.7129	0.7129	0.0000	2,872.6910	2,872.6910	0.9291		2,895.9182
Total	1.7109	17.9359	14.7507	0.0297	7.0826	0.7749	7.8575	3.4247	0.7129	4.1377	0.0000	2,872.6910	2,872.6910	0.9291		2,895.9182

Mitigated Construction Off-Site

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																
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
Vendor	7.3100e-003	0.2425	0.0973	1.2300e-003	0.0448	2.0000e-003	0.0468	0.0129	1.9100e-003	0.0148			130.0116	1.3000e-003	0.0192	135.7739
Worker	0.0616	0.0422	0.5362	1.6000e-003	0.2012	9.4000e-004	0.2021	0.0534	8.7000e-004	0.0542			164.1079	4.1200e-003	4.3200e-003	165.4988
Total	0.0690	0.2847	0.6336	2.8300e-003	0.2460	2.9400e-003	0.2490	0.0663	2.7800e-003	0.0691			294.1194	5.4200e-003	0.0236	301.2727

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2023

Unmitigated Construction On-Site

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															
Off-Road	1.5728	14.3849	16.2440	0.0269	0.6997	0.6997	0.6997	0.6584	0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061
Total	1.5728	14.3849	16.2440	0.0269	0.6997	0.6997	0.6997	0.6584	0.6584	0.6584		2,555.2099	2,555.2099	0.6079		2,570.4061

Unmitigated Construction Off-Site

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															
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	0.0397	1.3166	0.5284	6.6600e-003	0.2434	0.0109	0.2542	0.0701	0.0104	0.0805		705.7770	705.7770	7.0400e-003	0.1044	737.0585
Worker	0.4985	0.3397	4.3195	0.0129	1.6208	7.6000e-003	1.6284	0.4298	7.0000e-003	0.4368		1,321.9800	1,321.9800	0.0332	0.0348	1,333.1848
Total	0.5362	1.6563	4.8479	0.0196	1.8642	0.0185	1.8826	0.4999	0.0174	0.5173		2,027.7570	2,027.7570	0.0402	0.1392	2,070.2433

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2023

Mitigated Construction On-Site

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															
Off-Road	1.5728	14.3849	16.2440	0.0269	0.6997	0.6997	0.6997	0.6584	0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	1.5728	14.3849	16.2440	0.0269	0.6997	0.6997	0.6997	0.6584	0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061

Mitigated Construction Off-Site

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															
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	0.0397	1.3166	0.5284	6.6600e-003	0.2434	0.0109	0.2542	0.0701	0.0104	0.0805	705.7770	705.7770	705.7770	7.0400e-003	0.1044	737.0585
Worker	0.4985	0.3397	4.3195	0.0129	1.6208	7.6000e-003	1.6284	0.4298	7.0000e-003	0.4368	1,321.9800	1,321.9800	1,321.9800	0.0332	0.0348	1,333.1848
Total	0.5362	1.6563	4.8479	0.0196	1.8642	0.0185	1.8826	0.4999	0.0174	0.5173	2,027.7570	2,027.7570	2,027.7570	0.0402	0.1392	2,070.2433

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2023

Unmitigated Construction On-Site

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																
Off-Road	1.0327	10.1917	14.5842	0.0228	0.5102	0.5102	0.5102	0.4694	0.4694	0.4694	2,207.584	1	2,207.584	0.7140		2,225.433
Paving	1.1576				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Total	2.1903	10.1917	14.5842	0.0228	0.5102	0.5102	0.5102	0.4694	0.4694	0.4694	2,207.584	1	2,207.584	0.7140		2,225.433

Unmitigated Construction Off-Site

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																
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
Vendor	3.1300e-003	0.1039	0.0417	5.3000e-004	0.0192	8.6000e-004	0.0201	5.5300e-003	8.2000e-004	6.3500e-003			55.7192	5.6000e-004	8.2400e-003	58.1888
Worker	0.0445	0.0305	0.3873	1.1600e-003	0.1453	6.8000e-004	0.1460	0.0385	6.3000e-004	0.0392			118.5223	2.9800e-003	3.1200e-003	119.5269
Total	0.0477	0.1344	0.4290	1.6900e-003	0.1645	1.5400e-003	0.1661	0.0441	1.4500e-003	0.0455	174.2416	1	174.2416	3.5400e-003	0.0114	177.7157

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Paving - 2023

Mitigated Construction On-Site

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																
Off-Road	1.0327	10.1917	14.5842	0.0228	0.5102	0.5102	0.5102	0.4694	0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	1.1576				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Total	2.1903	10.1917	14.5842	0.0228	0.5102	0.5102	0.5102	0.4694	0.4694	0.4694	0.0000	2,207.5841	2,207.5841	0.7140		2,225.4336

Mitigated Construction Off-Site

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																
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
Vendor	3.1300e-003	0.1039	0.0417	5.3000e-004	0.0192	8.6000e-004	0.0201	5.5300e-003	8.2000e-004	6.3500e-003			55.7192	5.6000e-004	8.2400e-003	58.1888
Worker	0.0445	0.0305	0.3873	1.1600e-003	0.1453	6.8000e-004	0.1460	0.0385	6.3000e-004	0.0392			118.5223	2.9800e-003	3.1200e-003	119.5269
total	0.0477	0.1344	0.4290	1.6900e-003	0.1645	1.5400e-003	0.1661	0.0441	1.4500e-003	0.0455			174.2416	3.5400e-003	0.0114	177.7157

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2023

Unmitigated Construction On-Site

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															
Archit. Coating	89.3122				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003	0.0708	0.0708	0.0708	0.0708	0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	89.5039	1.3030	1.8111	2.9700e-003	0.0708	0.0708	0.0708	0.0708	0.0708	0.0708		281.4481	281.4481	0.0168		281.8690

Unmitigated Construction Off-Site

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															
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	3.1300e-003	0.1039	0.0417	5.3000e-004	0.0192	8.6000e-004	0.0201	5.5300e-003	8.2000e-004	6.3500e-003		55.7192	55.7192	5.6000e-004	8.2400e-003	58.1888
Worker	0.0993	0.0679	0.8639	2.5800e-003	0.3242	1.5200e-003	0.3257	0.0860	1.4000e-003	0.0874		264.3960	264.3960	6.6400e-003	6.9600e-003	266.6370
total	0.1024	0.1719	0.9056	3.1100e-003	0.3434	2.3800e-003	0.3457	0.0915	2.2200e-003	0.0937		320.1152	320.1152	7.2000e-003	0.0152	324.8258

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Architectural Coating - 2023

Mitigated Construction On-Site

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																
Archit. Coating	89.3122				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003	0.0708	0.0708	0.0708	0.0708	0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	89.5039	1.3030	1.8111	2.9700e-003	0.0708	0.0708	0.0708	0.0708	0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690

Mitigated Construction Off-Site

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																
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
Vendor	3.1300e-003	0.1039	0.0417	5.3000e-004	0.0192	8.6000e-004	0.0201	5.5300e-003	8.2000e-004	6.3500e-003		55.7192	55.7192	5.6000e-004	8.2400e-003	58.1888
Worker	0.0993	0.0679	0.8639	2.5800e-003	0.3242	1.5200e-003	0.3257	0.0860	1.4000e-003	0.0874		264.3960	264.3960	6.6400e-003	6.9600e-003	266.6370
Total	0.1024	0.1719	0.9056	3.1100e-003	0.3434	2.3800e-003	0.3457	0.0915	2.2200e-003	0.0937		320.1152	320.1152	7.2000e-003	0.0152	324.8258

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Category	lb/day										lb/day					
	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
Mitigated	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
Unmitigated	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

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated Annual VMT		Mitigated Annual VMT	
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00				
General Heavy Industry	0.00	0.00	0.00				
Other Asphalt Surfaces	0.00	0.00	0.00				
Parking Lot	0.00	0.00	0.00				
Refrigerated Warehouse-No Rail	0.00	0.00	0.00				
Total	0.00	0.00	0.00				

4.2 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	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
City Park	0.00	0.00	0.00	33.00	48.00	19.00	0	0	0
General Heavy Industry	0.00	0.00	0.00	50.00	50.00	40.00	0	0	0

Attachment: Notice of Availability Public Comments [Revision 1] (6149 : Master Plot Plan, a Plot Plan and a Tentative Parcel Map)

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	Miles				Trip %				Trip Purpose %			
	H-W or C-W	H-S or C-C	H-O or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-C	H-O or C-NW	Primary	Diverted	Pass-by	
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	
Refrigerated Warehouse-No	0.00	0.00	0.00	0.00	59.00	0.00	41.00	0	0	0	0	

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.534849	0.056022	0.172639	0.141007	0.026597	0.007310	0.011327	0.018693	0.000616	0.000315	0.024057	0.001100	0.005468
General Heavy Industry	0.534849	0.056022	0.172639	0.141007	0.026597	0.007310	0.011327	0.018693	0.000616	0.000315	0.024057	0.001100	0.005468
Other Asphalt Surfaces	0.534849	0.056022	0.172639	0.141007	0.026597	0.007310	0.011327	0.018693	0.000616	0.000315	0.024057	0.001100	0.005468
Parking Lot	0.534849	0.056022	0.172639	0.141007	0.026597	0.007310	0.011327	0.018693	0.000616	0.000315	0.024057	0.001100	0.005468
Refrigerated Warehouse-No Rail	0.534849	0.056022	0.172639	0.141007	0.026597	0.007310	0.011327	0.018693	0.000616	0.000315	0.024057	0.001100	0.005468

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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															
NaturalGas Mitigated	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
NaturalGas Unmitigated	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

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															
City Park	0	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
General Heavy Industry	0	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
Other Asphalt Surfaces	0	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
Parking Lot	0	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
Generated House-Non-Rail	0	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
Total		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

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

Land Use	NaturalGas Use kBTU/yr	lb/day										lb/day						
		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	
City Park	0	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	0.0000
General Heavy Industry	0	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	0.0000
Other Asphalt Surfaces	0	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	0.0000
Parking Lot	0	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	0.0000
Refrigerated Warehouse-No Rail	0	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	0.0000
Total		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	0.0000

6.0 Area Detail

6.1 Mitigation Measures Area

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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																
Mitigated	2.3224	3.8000e-004	0.0415	0.0000	1.5000e-004	1.5000e-004	1.5000e-004	1.5000e-004	1.5000e-004	1.5000e-004		0.0890	0.0890	2.3000e-004		0.0949
Unmitigated	2.3224	3.8000e-004	0.0415	0.0000	1.5000e-004	1.5000e-004	1.5000e-004	1.5000e-004	1.5000e-004	1.5000e-004		0.0890	0.0890	2.3000e-004		0.0949

6.2 Area by SubCategory

Unmitigated

SubCategory	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																
Architectural Coating	0.2692					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.0494					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.8500e-003	3.8000e-004	0.0415	0.0000	1.5000e-004	1.5000e-004	1.5000e-004	1.5000e-004	1.5000e-004	1.5000e-004		0.0890	0.0890	2.3000e-004		0.0949
Total	2.3224	3.8000e-004	0.0415	0.0000	1.5000e-004	1.5000e-004	1.5000e-004	1.5000e-004	1.5000e-004	1.5000e-004		0.0890	0.0890	2.3000e-004		0.0949

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

SubCategory	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															
Architectural Coating	0.2692					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.0494					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.8500e-003	3.8000e-004	0.0415	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0890	0.0890	0.0890	2.3000e-004		0.0949
Total	2.3224	3.8000e-004	0.0415	0.0000		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0890	0.0890	0.0890	2.3000e-004		0.0949

7.0 Water Detail

7.1 Mitigation Measures Water

Cottonwood & Edgemont (Construction - Unmitigated) - Riverside-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation



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

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

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

**Geologic and Hydrogeologic Characterization
Investigation and Remediation Strategies
Litigation Support and Testifying Expert
Industrial Stormwater Compliance
CEQA Review**

Education:

M.S. Degree, Geology, California State University Los Angeles, Los Angeles, CA, 1984.

B.A. Degree, Geology, Humboldt State University, Arcata, CA, 1982.

Professional Certifications:

California Professional Geologist

California Certified Hydrogeologist

Qualified SWPPP Developer and Practitioner

Professional Experience:

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

Positions Matt has held include:

- Founding Partner, Soil/Water/Air Protection Enterprise (SWAPE) (2003 – present);
- Geology Instructor, Golden West College, 2010 – 2014, 2017;
- Senior Environmental Analyst, Komex H2O Science, Inc. (2000 -- 2003);

- Executive Director, Orange Coast Watch (2001 – 2004);
- Senior Science Policy Advisor and Hydrogeologist, U.S. Environmental Protection Agency (1989–1998);
- Hydrogeologist, National Park Service, Water Resources Division (1998 – 2000);
- Adjunct Faculty Member, San Francisco State University, Department of Geosciences (1993 – 1998);
- Instructor, College of Marin, Department of Science (1990 – 1995);
- Geologist, U.S. Forest Service (1986 – 1998); and
- Geologist, Dames & Moore (1984 – 1986).

Senior Regulatory and Litigation Support Analyst:

With SWAPE, Matt’s responsibilities have included:

- Lead analyst and testifying expert in the review of over 300 environmental impact reports and negative declarations since 2003 under CEQA that identify significant issues with regard to hazardous waste, water resources, water quality, air quality, greenhouse gas emissions, and geologic hazards. Make recommendations for additional mitigation measures to lead agencies at the local and county level to include additional characterization of health risks and implementation of protective measures to reduce worker exposure to hazards from toxins and Valley Fever.
- Stormwater analysis, sampling and best management practice evaluation at more than 100 industrial facilities.
- Expert witness on numerous cases including, for example, perfluorooctanoic acid (PFOA) contamination of groundwater, MTBE litigation, air toxins at hazards at a school, CERCLA compliance in assessment and remediation, and industrial stormwater contamination.
- Technical assistance and litigation support for vapor intrusion concerns.
- Lead analyst and testifying expert in the review of environmental issues in license applications for large solar power plants before the California Energy Commission.
- Manager of a project to evaluate numerous formerly used military sites in the western U.S.
- Manager of a comprehensive evaluation of potential sources of perchlorate contamination in Southern California drinking water wells.
- Manager and designated expert for litigation support under provisions of Proposition 65 in the review of releases of gasoline to sources drinking water at major refineries and hundreds of gas stations throughout California.

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

- Senior author of a report on the extent of perchlorate contamination that was used in testimony by the former U.S. EPA Administrator and General Counsel.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of MTBE use, research, and regulation.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of perchlorate use, research, and regulation.
- Senior researcher in a study that estimates nationwide costs for MTBE remediation and drinking water treatment, results of which were published in newspapers nationwide and in testimony against provisions of an energy bill that would limit liability for oil companies.
- Research to support litigation to restore drinking water supplies that have been contaminated by MTBE in California and New York.

- Expert witness testimony in a case of oil production-related contamination in Mississippi.
- Lead author for a multi-volume remedial investigation report for an operating school in Los Angeles that met strict regulatory requirements and rigorous deadlines.
- Development of strategic approaches for cleanup of contaminated sites in consultation with clients and regulators.

Executive Director:

As Executive Director with Orange Coast Watch, Matt led efforts to restore water quality at Orange County beaches from multiple sources of contamination including urban runoff and the discharge of wastewater. In reporting to a Board of Directors that included representatives from leading Orange County universities and businesses, Matt prepared issue papers in the areas of treatment and disinfection of wastewater and control of the discharge of grease to sewer systems. Matt actively participated in the development of countywide water quality permits for the control of urban runoff and permits for the discharge of wastewater. Matt worked with other nonprofits to protect and restore water quality, including Surfrider, Natural Resources Defense Council and Orange County CoastKeeper as well as with business institutions including the Orange County Business Council.

Hydrogeology:

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

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

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

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

- Received an EPA Bronze Medal for his contribution to the development of national guidance for the protection of drinking water.
- Managed the Sole Source Aquifer Program and protected the drinking water of two communities through designation under the Safe Drinking Water Act. He prepared geologic reports, conducted

public hearings, and responded to public comments from residents who were very concerned about the impact of designation.

- Reviewed a number of Environmental Impact Statements for planned major developments, including large hazardous and solid waste disposal facilities, mine reclamation, and water transfer.

Matt served as a hydrogeologist with the RCRA Hazardous Waste program. Duties were as follows:

- Supervised the hydrogeologic investigation of hazardous waste sites to determine compliance with Subtitle C requirements.
- Reviewed and wrote "part B" permits for the disposal of hazardous waste.
- Conducted RCRA Corrective Action investigations of waste sites and led inspections that formed the basis for significant enforcement actions that were developed in close coordination with U.S. EPA legal counsel.
- Wrote contract specifications and supervised contractor's investigations of waste sites.

With the National Park Service, Matt directed service-wide investigations of contaminant sources to prevent degradation of water quality, including the following tasks:

- Applied pertinent laws and regulations including CERCLA, RCRA, NEPA, NRDA, and the Clean Water Act to control military, mining, and landfill contaminants.
- Conducted watershed-scale investigations of contaminants at parks, including Yellowstone and Olympic National Park.
- Identified high-levels of perchlorate in soil adjacent to a national park in New Mexico and advised park superintendent on appropriate response actions under CERCLA.
- Served as a Park Service representative on the Interagency Perchlorate Steering Committee, a national workgroup.
- Developed a program to conduct environmental compliance audits of all National Parks while serving on a national workgroup.
- Co-authored two papers on the potential for water contamination from the operation of personal watercraft and snowmobiles, these papers serving as the basis for the development of nationwide policy on the use of these vehicles in National Parks.
- Contributed to the Federal Multi-Agency Source Water Agreement under the Clean Water Action Plan.

Policy:

Served senior management as the Senior Science Policy Advisor with the U.S. Environmental Protection Agency, Region 9.

Activities included the following:

- Advised the Regional Administrator and senior management on emerging issues such as the potential for the gasoline additive MTBE and ammonium perchlorate to contaminate drinking water supplies.
- Shaped EPA's national response to these threats by serving on workgroups and by contributing to guidance, including the Office of Research and Development publication, Oxygenates in Water: Critical Information and Research Needs.
- Improved the technical training of EPA's scientific and engineering staff.
- Earned an EPA Bronze Medal for representing the region's 300 scientists and engineers in negotiations with the Administrator and senior management to better integrate scientific

- principles into the policy-making process.
- Established national protocol for the peer review of scientific documents.

Geology:

With the U.S. Forest Service, Matt led investigations to determine hillslope stability of areas proposed for timber harvest in the central Oregon Coast Range. Specific activities were as follows:

- Mapped geology in the field, and used aerial photographic interpretation and mathematical models to determine slope stability.
- Coordinated his research with community members who were concerned with natural resource protection.
- Characterized the geology of an aquifer that serves as the sole source of drinking water for the city of Medford, Oregon.

As a consultant with Dames and Moore, Matt led geologic investigations of two contaminated sites (later listed on the Superfund NPL) in the Portland, Oregon, area and a large hazardous waste site in eastern Oregon. Duties included the following:

- Supervised year-long effort for soil and groundwater sampling.
- Conducted aquifer tests.
- Investigated active faults beneath sites proposed for hazardous waste disposal.

Teaching:

From 1990 to 1998, Matt taught at least one course per semester at the community college and university levels:

- At San Francisco State University, held an adjunct faculty position and taught courses in environmental geology, oceanography (lab and lecture), hydrogeology, and groundwater contamination.
- Served as a committee member for graduate and undergraduate students.
- Taught courses in environmental geology and oceanography at the College of Marin.

Matt is currently a part time geology instructor at Golden West College in Huntington Beach, California where he taught from 2010 to 2014 and in 2017.

Invited Testimony, Reports, Papers and Presentations:

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Presentation to the Public Environmental Law Conference, Eugene, Oregon.

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Invited presentation to U.S. EPA Region 9, San Francisco, California.

Hagemann, M.F., 2005. Use of Electronic Databases in Environmental Regulation, Policy Making and Public Participation. Brownfields 2005, Denver, Colorado.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Nevada and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Las Vegas, NV (served on conference organizing committee).

Hagemann, M.F., 2004. Invited testimony to a California Senate committee hearing on air toxins at schools in Southern California, Los Angeles.

Brown, A., Farrow, J., Gray, A. and **Hagemann, M.**, 2004. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to the Ground Water and Environmental Law Conference, National Groundwater Association.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Arizona and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Phoenix, AZ (served on conference organizing committee).

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in the Southwestern U.S. Invited presentation to a special committee meeting of the National Academy of Sciences, Irvine, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a tribal EPA meeting, Pechanga, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a meeting of tribal representatives, Parker, AZ.

Hagemann, M.F., 2003. Impact of Perchlorate on the Colorado River and Associated Drinking Water Supplies. Invited presentation to the Inter-Tribal Meeting, Torres Martinez Tribe.

Hagemann, M.F., 2003. The Emergence of Perchlorate as a Widespread Drinking Water Contaminant. Invited presentation to the U.S. EPA Region 9.

Hagemann, M.F., 2003. A Deductive Approach to the Assessment of Perchlorate Contamination. Invited presentation to the California Assembly Natural Resources Committee.

Hagemann, M.F., 2003. Perchlorate: A Cold War Legacy in Drinking Water. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. From Tank to Tap: A Chronology of MTBE in Groundwater. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. A Chronology of MTBE in Groundwater and an Estimate of Costs to Address Impacts to Groundwater. Presentation to the annual meeting of the Society of Environmental Journalists.

Hagemann, M.F., 2002. An Estimate of the Cost to Address MTBE Contamination in Groundwater (and Who Will Pay). Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to a meeting of the U.S. EPA and State Underground Storage Tank Program managers.

Hagemann, M.F., 2001. From Tank to Tap: A Chronology of MTBE in Groundwater. Unpublished report.

Hagemann, M.F., 2001. Estimated Cleanup Cost for MTBE in Groundwater Used as Drinking Water. Unpublished report.

Hagemann, M.F., 2001. Estimated Costs to Address MTBE Releases from Leaking Underground Storage Tanks. Unpublished report.

Hagemann, M.F., and VanMouwerik, M., 1999. Potential Water Quality Concerns Related to Snowmobile Usage. Water Resources Division, National Park Service, Technical Report.

VanMouwerik, M. and **Hagemann, M.F.** 1999, Water Quality Concerns Related to Personal Watercraft Usage. Water Resources Division, National Park Service, Technical Report.

Hagemann, M.F., 1999, Is Dilution the Solution to Pollution in National Parks? The George Wright Society Biannual Meeting, Asheville, North Carolina.

Hagemann, M.F., 1997, The Potential for MTBE to Contaminate Groundwater. U.S. EPA Superfund Groundwater Technical Forum Annual Meeting, Las Vegas, Nevada.

Hagemann, M.F., and Gill, M., 1996, Impediments to Intrinsic Remediation, Moffett Field Naval Air Station, Conference on Intrinsic Remediation of Chlorinated Hydrocarbons, Salt Lake City.

Hagemann, M.F., Fukunaga, G.L., 1996, The Vulnerability of Groundwater to Anthropogenic Contaminants on the Island of Maui, Hawaii. Hawaii Water Works Association Annual Meeting, Maui, October 1996.

Hagemann, M. F., Fukunaga, G. L., 1996, Ranking Groundwater Vulnerability in Central Oahu, Hawaii. Proceedings, Geographic Information Systems in Environmental Resources Management, Air and Waste Management Association Publication VIP-61.

Hagemann, M.F., 1994. Groundwater Characterization and Cleanup at Closing Military Bases in California. Proceedings, California Groundwater Resources Association Meeting.

Hagemann, M.F. and Sabol, M.A., 1993. Role of the U.S. EPA in the High Plains States Groundwater Recharge Demonstration Program. Proceedings, Sixth Biennial Symposium on the Artificial Recharge of Groundwater.

Hagemann, M.F., 1993. U.S. EPA Policy on the Technical Impracticability of the Cleanup of DNAPL-contaminated Groundwater. California Groundwater Resources Association Meeting.

Hagemann, M.F., 1992. Dense Nonaqueous Phase Liquid Contamination of Groundwater: An Ounce of Prevention... Proceedings, Association of Engineering Geologists Annual Meeting, v. 35.

Other Experience:

Selected as subject matter expert for the California Professional Geologist licensing examinations, 2009-2011.



Technical Consultation, Data Analysis and
Litigation Support for the Environment

SOIL WATER AIR PROTECTION ENTERPRISE
2656 29th Street, Suite 201
Santa Monica, California 90405
Attn: Paul Rosenfeld, Ph.D.
Mobil: (310) 795-2335
Office: (310) 452-5555
Fax: (310) 452-5550
Email: prosenfeld@swape.com

Paul Rosenfeld, Ph.D.

Principal Environmental Chemist

Chemical Fate and Transport & Air Dispersion Modeling

Risk Assessment & Remediation Specialist

Education

Ph.D. Soil Chemistry, University of Washington, 1999. Dissertation on volatile organic compound filtration.

M.S. Environmental Science, U.C. Berkeley, 1995. Thesis on organic waste economics.

B.A. Environmental Studies, U.C. Santa Barbara, 1991. Focus on wastewater treatment.

Professional Experience

Dr. Rosenfeld has over 25 years of experience conducting environmental investigations and risk assessments for evaluating impacts to human health, property, and ecological receptors. His expertise focuses on the fate and transport of environmental contaminants, human health risk, exposure assessment, and ecological restoration. Dr. Rosenfeld has evaluated and modeled emissions from oil spills, landfills, boilers and incinerators, process stacks, storage tanks, confined animal feeding operations, industrial, military and agricultural sources, unconventional oil drilling operations, and locomotive and construction engines. His project experience ranges from monitoring and modeling of pollution sources to evaluating impacts of pollution on workers at industrial facilities and residents in surrounding communities. Dr. Rosenfeld has also successfully modeled exposure to contaminants distributed by water systems and via vapor intrusion.

Dr. Rosenfeld has investigated and designed remediation programs and risk assessments for contaminated sites containing lead, heavy metals, mold, bacteria, particulate matter, petroleum hydrocarbons, chlorinated solvents, pesticides, radioactive waste, dioxins and furans, semi- and volatile organic compounds, PCBs, PAHs, creosote, perchlorate, asbestos, per- and poly-fluoroalkyl substances (PFOA/PFOS), unusual polymers, fuel oxygenates (MTBE), among other pollutants. Dr. Rosenfeld also has experience evaluating greenhouse gas emissions from various projects and is an expert on the assessment of odors from industrial and agricultural sites, as well as the evaluation of odor nuisance impacts and technologies for abatement of odorous emissions. As a principal scientist at SWAPE, Dr. Rosenfeld directs air dispersion modeling and exposure assessments. He has served as an expert witness and testified about pollution sources causing nuisance and/or personal injury at sites and has testified as an expert witness on numerous cases involving exposure to soil, water and air contaminants from industrial, railroad, agricultural, and military sources.

Professional History:

Soil Water Air Protection Enterprise (SWAPE); 2003 to present; Principal and Founding Partner
 UCLA School of Public Health; 2007 to 2011; Lecturer (Assistant Researcher)
 UCLA School of Public Health; 2003 to 2006; Adjunct Professor
 UCLA Environmental Science and Engineering Program; 2002-2004; Doctoral Intern Coordinator
 UCLA Institute of the Environment, 2001-2002; Research Associate
 Komex H₂O Science, 2001 to 2003; Senior Remediation Scientist
 National Groundwater Association, 2002-2004; Lecturer
 San Diego State University, 1999-2001; Adjunct Professor
 Anteon Corp., San Diego, 2000-2001; Remediation Project Manager
 Ogden (now Amec), San Diego, 2000-2000; Remediation Project Manager
 Bechtel, San Diego, California, 1999 – 2000; Risk Assessor
 King County, Seattle, 1996 – 1999; Scientist
 James River Corp., Washington, 1995-96; Scientist
 Big Creek Lumber, Davenport, California, 1995; Scientist
 Plumas Corp., California and USFS, Tahoe 1993-1995; Scientist
 Peace Corps and World Wildlife Fund, St. Kitts, West Indies, 1991-1993; Scientist

Publications:

Rosenfeld P. E., Spaeth K., Hallman R., Bressler R., Smith, G., (2022) Cancer Risk and Diesel Exhaust Exposure Among Railroad Workers. *Water Air Soil Pollution*. **233**, 171.

Remy, L.L., Clay T., Byers, V., **Rosenfeld P. E.** (2019) Hospital, Health, and Community Burden After Oil Refinery Fires, Richmond, California 2007 and 2012. *Environmental Health*. 18:48

Simons, R.A., Seo, Y. **Rosenfeld, P.**, (2015) Modeling the Effect of Refinery Emission On Residential Property Value. *Journal of Real Estate Research*. 27(3):321-342

Chen, J. A, Zapata A. R., Sutherland A. J., Molmen, D.R., Chow, B. S., Wu, L. E., **Rosenfeld, P. E.**, Hesse, R. C., (2012) Sulfur Dioxide and Volatile Organic Compound Exposure To A Community In Texas City Texas Evaluated Using Aermoc and Empirical Data. *American Journal of Environmental Science*, 8(6), 622-632.

Rosenfeld, P.E. & Feng, L. (2011). *The Risks of Hazardous Waste*. Amsterdam: Elsevier Publishing.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2011). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Agrochemical Industry*, Amsterdam: Elsevier Publishing.

Gonzalez, J., Feng, L., Sutherland, A., Waller, C., Sok, H., Hesse, R., **Rosenfeld, P.** (2010). PCBs and Dioxins/Furans in Attic Dust Collected Near Former PCB Production and Secondary Copper Facilities in Sauget, IL. *Procedia Environmental Sciences*. 113–125.

Feng, L., Wu, C., Tam, L., Sutherland, A.J., Clark, J.J., **Rosenfeld, P.E.** (2010). Dioxin and Furan Blood Lipid and Attic Dust Concentrations in Populations Living Near Four Wood Treatment Facilities in the United States. *Journal of Environmental Health*. 73(6), 34-46.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2010). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Wood and Paper Industries*. Amsterdam: Elsevier Publishing.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2009). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Petroleum Industry*. Amsterdam: Elsevier Publishing.

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Tam L. K., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). A Statistical Analysis Of Attic Dust And Blood Lipid Concentrations Of Tetrachloro-p-Dibenzodioxin (TCDD) Toxicity Equivalency Quotients (TEQ) In Two Populations Near Wood Treatment Facilities. *Organohalogen Compounds*, 70, 002252-002255.

Tam L. K., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). Methods For Collect Samples For Assessing Dioxins And Other Environmental Contaminants In Attic Dust: A Review. *Organohalogen Compounds*, 70, 000527-000530.

Hensley, A.R. A. Scott, J. J. J. Clark, **Rosenfeld, P.E.** (2007). Attic Dust and Human Blood Samples Collected near a Former Wood Treatment Facility. *Environmental Research*. 105, 194-197.

Rosenfeld, P.E., J. J. J. Clark, A. R. Hensley, M. Suffet. (2007). The Use of an Odor Wheel Classification for Evaluation of Human Health Risk Criteria for Compost Facilities. *Water Science & Technology* 55(5), 345-357.

Rosenfeld, P. E., M. Suffet. (2007). The Anatomy Of Odour Wheels For Odours Of Drinking Water, Wastewater, Compost And The Urban Environment. *Water Science & Technology* 55(5), 335-344.

Sullivan, P. J. Clark, J.J.J., Agardy, F. J., **Rosenfeld, P.E.** (2007). *Toxic Legacy, Synthetic Toxins in the Food, Water, and Air in American Cities*. Boston Massachusetts: Elsevier Publishing

Rosenfeld, P.E., and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash. *Water Science and Technology*. 49(9),171-178.

Rosenfeld P. E., J.J. Clark, I.H. (Mel) Suffet (2004). The Value of An Odor-Quality-Wheel Classification Scheme For The Urban Environment. *Water Environment Federation's Technical Exhibition and Conference (WEFTEC) 2004*. New Orleans, October 2-6, 2004.

Rosenfeld, P.E., and Suffet, I.H. (2004). Understanding Odorants Associated With Compost, Biomass Facilities, and the Land Application of Biosolids. *Water Science and Technology*. 49(9), 193-199.

Rosenfeld, P.E., and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash, *Water Science and Technology*, 49(9), 171-178.

Rosenfeld, P. E., Grey, M. A., Sellew, P. (2004). Measurement of Biosolids Odor and Odorant Emissions from Windrows, Static Pile and Biofilter. *Water Environment Research*. 76(4), 310-315.

Rosenfeld, P.E., Grey, M and Suffet, M. (2002). Compost Demonstration Project, Sacramento California Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Integrated Waste Management Board Public Affairs Office, Publications Clearinghouse (MS-6)*, Sacramento, CA Publication #442-02-008.

Rosenfeld, P.E., and C.L. Henry. (2001). Characterization of odor emissions from three different biosolids. *Water Soil and Air Pollution*. 127(1-4), 173-191.

Rosenfeld, P.E., and Henry C. L., (2000). Wood ash control of odor emissions from biosolids application. *Journal of Environmental Quality*. 29, 1662-1668.

Rosenfeld, P.E., C.L. Henry and D. Bennett. (2001). Wastewater dewatering polymer affect on biosolids odor emissions and microbial activity. *Water Environment Research*. 73(4), 363-367.

Rosenfeld, P.E., and C.L. Henry. (2001). Activated Carbon and Wood Ash Sorption of Wastewater, Compost, and Biosolids Odorants. *Water Environment Research*, 73, 388-393.

Rosenfeld, P.E., and Henry C. L., (2001). High carbon wood ash effect on biosolids microbial activity and odor. *Water Environment Research*. 131(1-4), 247-262.

Chollack, T. and **P. Rosenfeld**. (1998). Compost Amendment Handbook For Landscaping. Prepared for and distributed by the City of Redmond, Washington State.

Rosenfeld, P. E. (1992). The Mount Liamuiga Crater Trail. *Heritage Magazine of St. Kitts*, 3(2).

Rosenfeld, P. E. (1993). High School Biogas Project to Prevent Deforestation On St. Kitts. *Biomass Users Network*, 7(1).

Rosenfeld, P. E. (1998). Characterization, Quantification, and Control of Odor Emissions From Biosolids Application To Forest Soil. Doctoral Thesis. University of Washington College of Forest Resources.

Rosenfeld, P. E. (1994). Potential Utilization of Small Diameter Trees on Sierra County Public Land. Masters thesis reprinted by the Sierra County Economic Council. Sierra County, California.

Rosenfeld, P. E. (1991). How to Build a Small Rural Anaerobic Digester & Uses Of Biogas In The First And Third World. Bachelors Thesis. University of California.

Presentations:

Rosenfeld, P.E., "The science for Perfluorinated Chemicals (PFAS): What makes remediation so hard?" Law Seminars International, (May 9-10, 2018) 800 Fifth Avenue, Suite 101 Seattle, WA.

Rosenfeld, P.E., Sutherland, A; Hesse, R.; Zapata, A. (October 3-6, 2013). Air dispersion modeling of volatile organic emissions from multiple natural gas wells in Decatur, TX. *44th Western Regional Meeting, American Chemical Society*. Lecture conducted from Santa Clara, CA.

Sok, H.L.; Waller, C.C.; Feng, L.; Gonzalez, J.; Sutherland, A.J.; Wisdom-Stack, T.; Sahai, R.K.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Atrazine: A Persistent Pesticide in Urban Drinking Water. *Urban Environmental Pollution*. Lecture conducted from Boston, MA.

Feng, L.; Gonzalez, J.; Sok, H.L.; Sutherland, A.J.; Waller, C.C.; Wisdom-Stack, T.; Sahai, R.K.; La, M.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Bringing Environmental Justice to East St. Louis, Illinois. *Urban Environmental Pollution*. Lecture conducted from Boston, MA.

Rosenfeld, P.E. (April 19-23, 2009). Perfluorooctanoic Acid (PFOA) and Perfluorooctane Sulfonate (PFOS) Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*, Lecture conducted from Tuscon, AZ.

Rosenfeld, P.E. (April 19-23, 2009). Cost to Filter Atrazine Contamination from Drinking Water in the United States" Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*. Lecture conducted from Tuscon, AZ.

Wu, C., Tam, L., Clark, J., **Rosenfeld, P.** (20-22 July, 2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. Brebbia, C.A. and Popov, V., eds., *Air Pollution XVII: Proceedings of the Seventeenth International Conference on Modeling, Monitoring and Management of Air Pollution*. Lecture conducted from Tallinn, Estonia.

Rosenfeld, P. E. (October 15-18, 2007). Moss Point Community Exposure To Contaminants From A Releasing Facility. *The 23rd Annual International Conferences on Soils Sediment and Water*. Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). The Repeated Trespass of Tritium-Contaminated Water Into A Surrounding Community Form Repeated Waste Spills From A Nuclear Power Plant. *The 23rd Annual International Conferences on Soils Sediment and Water*. Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). Somerville Community Exposure To Contaminants From Wood Treatment Facility Emissions. *The 23rd Annual International Conferences on Soils Sediment and Water*. Lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld P. E. (March 2007). Production, Chemical Properties, Toxicology, & Treatment Case Studies of 1,2,3-Trichloropropane (TCP). *The Association for Environmental Health and Sciences (AEHS) Annual Meeting*. Lecture conducted from San Diego, CA.

Rosenfeld P. E. (March 2007). Blood and Attic Sampling for Dioxin/Furan, PAH, and Metal Exposure in Florida, Alabama. *The AEHS Annual Meeting*. Lecture conducted from San Diego, CA.

Hensley A.R., Scott, A., **Rosenfeld P.E.**, Clark, J.J.J. (August 21 – 25, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *The 26th International Symposium on Halogenated Persistent Organic Pollutants – DIOXIN2006*. Lecture conducted from Radisson SAS Scandinavia Hotel in Oslo Norway.

Hensley A.R., Scott, A., **Rosenfeld P.E.**, Clark, J.J.J. (November 4-8, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *APHA 134 Annual Meeting & Exposition*. Lecture conducted from Boston Massachusetts.

Paul Rosenfeld Ph.D. (October 24-25, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. Mealey's C8/PFOA. *Science, Risk & Litigation Conference*. Lecture conducted from The Rittenhouse Hotel, Philadelphia, PA.

Paul Rosenfeld Ph.D. (September 19, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, *Toxicology and Remediation PEMA Emerging Contaminant Conference*. Lecture conducted from Hilton Hotel, Irvine California.

Paul Rosenfeld Ph.D. (September 19, 2005). Fate, Transport, Toxicity, And Persistence of 1,2,3-TCP. *PEMA Emerging Contaminant Conference*. Lecture conducted from Hilton Hotel in Irvine, California.

Paul Rosenfeld Ph.D. (September 26-27, 2005). Fate, Transport and Persistence of PDBEs. *Mealey's Groundwater Conference*. Lecture conducted from Ritz Carlton Hotel, Marina Del Ray, California.

Paul Rosenfeld Ph.D. (June 7-8, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. *International Society of Environmental Forensics: Focus On Emerging Contaminants*. Lecture conducted from Sheraton Oceanfront Hotel, Virginia Beach, Virginia.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Fate Transport, Persistence and Toxicology of PFOA and Related Perfluorochemicals. *2005 National Groundwater Association Ground Water And Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, Toxicology and Remediation. *2005 National Groundwater Association Ground Water and Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. and Rob Hesse R.G. (May 5-6, 2004). Tert-butyl Alcohol Liability and Toxicology, A National Problem and Unquantified Liability. *National Groundwater Association. Environmental Law Conference*. Lecture conducted from Congress Plaza Hotel, Chicago Illinois.

Paul Rosenfeld, Ph.D. (March 2004). Perchlorate Toxicology. *Meeting of the American Groundwater Trust*. Lecture conducted from Phoenix Arizona.

Hagemann, M.F., **Paul Rosenfeld, Ph.D.** and Rob Hesse (2004). Perchlorate Contamination of the Colorado River. *Meeting of tribal representatives*. Lecture conducted from Parker, AZ.

Paul Rosenfeld, Ph.D. (April 7, 2004). A National Damage Assessment Model For PCE and Dry Cleaners. *Drycleaner Symposium. California Ground Water Association*. Lecture conducted from Radison Hotel, Sacramento, California.

Rosenfeld, P. E., Grey, M., (June 2003) Two stage biofilter for biosolids composting odor control. *Seventh International In Situ And On Site Bioremediation Symposium Battelle Conference Orlando, FL*.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. (February 20-21, 2003) Understanding Historical Use, Chemical Properties, Toxicity and Regulatory Guidance of 1,4 Dioxane. *National Groundwater Association. Southwest Focus Conference. Water Supply and Emerging Contaminants..* Lecture conducted from Hyatt Regency Phoenix Arizona.

Paul Rosenfeld, Ph.D. (February 6-7, 2003). Underground Storage Tank Litigation and Remediation. *California CUPA Forum*. Lecture conducted from Marriott Hotel, Anaheim California.

Paul Rosenfeld, Ph.D. (October 23, 2002) Underground Storage Tank Litigation and Remediation. *EPA Underground Storage Tank Roundtable*. Lecture conducted from Sacramento California.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Understanding Odor from Compost, *Wastewater and Industrial Processes. Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Using High Carbon Wood Ash to Control Compost Odor. *Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Grey, M. A. (September 22-24, 2002). Biocycle Composting For Coastal Sage Restoration. *Northwest Biosolids Management Association*. Lecture conducted from Vancouver Washington..

Rosenfeld, P.E. and Grey, M. A. (November 11-14, 2002). Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Soil Science Society Annual Conference*. Lecture conducted from Indianapolis, Maryland.

Rosenfeld, P.E. (September 16, 2000). Two stage biofilter for biosolids composting odor control. *Water Environment Federation*. Lecture conducted from Anaheim California.

Rosenfeld, P.E. (October 16, 2000). Wood ash and biofilter control of compost odor. *Biofest*. Lecture conducted from Ocean Shores, California.

Rosenfeld, P.E. (2000). Bioremediation Using Organic Soil Amendments. *California Resource Recovery Association*. Lecture conducted from Sacramento California.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. *Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings*. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., and C.L. Henry. (1999). An evaluation of ash incorporation with biosolids for odor reduction. *Soil Science Society of America*. Lecture conducted from Salt Lake City Utah.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Comparison of Microbial Activity and Odor Emissions from Three Different Biosolids Applied to Forest Soil. *Brown and Caldwell*. Lecture conducted from Seattle Washington.

Rosenfeld, P.E., C.L. Henry. (1998). Characterization, Quantification, and Control of Odor Emissions from Biosolids Application To Forest Soil. *Biofest*. Lecture conducted from Lake Chelan, Washington.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., C.L. Henry, R. B. Harrison, and R. Dills. (1997). Comparison of Odor Emissions From Three Different Biosolids Applied to Forest Soil. *Soil Science Society of America*. Lecture conducted from Anaheim California.

Teaching Experience:

UCLA Department of Environmental Health (Summer 2003 through 20010) Taught Environmental Health Science 100 to students, including undergrad, medical doctors, public health professionals and nurses. Course focused on the health effects of environmental contaminants.

National Ground Water Association, Successful Remediation Technologies. Custom Course in Sante Fe, New Mexico. May 21, 2002. Focused on fate and transport of fuel contaminants associated with underground storage tanks.

National Ground Water Association; Successful Remediation Technologies Course in Chicago Illinois. April 1, 2002. Focused on fate and transport of contaminants associated with Superfund and RCRA sites.

California Integrated Waste Management Board, April and May, 2001. Alternative Landfill Caps Seminar in San Diego, Ventura, and San Francisco. Focused on both prescriptive and innovative landfill cover design.

UCLA Department of Environmental Engineering, February 5, 2002. Seminar on Successful Remediation Technologies focusing on Groundwater Remediation.

University Of Washington, Soil Science Program, Teaching Assistant for several courses including: Soil Chemistry, Organic Soil Amendments, and Soil Stability.

U.C. Berkeley, Environmental Science Program Teaching Assistant for Environmental Science 10.

Academic Grants Awarded:

California Integrated Waste Management Board. \$41,000 grant awarded to UCLA Institute of the Environment. Goal: To investigate effect of high carbon wood ash on volatile organic emissions from compost. 2001.

Synagro Technologies, Corona California: \$10,000 grant awarded to San Diego State University. Goal: investigate effect of biosolids for restoration and remediation of degraded coastal sage soils. 2000.

King County, Department of Research and Technology, Washington State. \$100,000 grant awarded to University of Washington: Goal: To investigate odor emissions from biosolids application and the effect of polymers and ash on VOC emissions. 1998.

Northwest Biosolids Management Association, Washington State. \$20,000 grant awarded to investigate effect of polymers and ash on VOC emissions from biosolids. 1997.

James River Corporation, Oregon: \$10,000 grant was awarded to investigate the success of genetically engineered Poplar trees with resistance to round-up. 1996.

United State Forest Service, Tahoe National Forest: \$15,000 grant was awarded to investigating fire ecology of the Tahoe National Forest. 1995.

Kellogg Foundation, Washington D.C. \$500 grant was awarded to construct a large anaerobic digester on St. Kitts in West Indies. 1993

Deposition and/or Trial Testimony:

In the Superior Court of the State of California, County of San Bernardino
 Billy Wildrick, Plaintiff vs. BNSF Railway Company
 Case No. CIVDS1711810
 Rosenfeld Deposition 10-17-2022

In the State Court of Bibb County, State of Georgia
 Richard Hutcherson, Plaintiff vs Norfolk Southern Railway Company
 Case No. 10-SCCV-092007
 Rosenfeld Deposition 10-6-2022

In the Civil District Court of the Parish of Orleans, State of Louisiana
 Millard Clark, Plaintiff vs. Dixie Carriers, Inc. et al.
 Case No. 2020-03891
 Rosenfeld Deposition 9-15-2022

In The Circuit Court of Livingston County, State of Missouri, Circuit Civil Division
 Shirley Ralls, Plaintiff vs. Canadian Pacific Railway and Soo Line Railroad
 Case No. 18-LV-CC0020
 Rosenfeld Deposition 9-7-2022

In The Circuit Court of the 13th Judicial Circuit Court, Hillsborough County, Florida Civil Division
 Jonny C. Daniels, Plaintiff vs. CSX Transportation Inc.
 Case No. 20-CA-5502
 Rosenfeld Deposition 9-1-2022

In The Circuit Court of St. Louis County, State of Missouri
 Kieth Luke et. al. Plaintiff vs. Monsanto Company et. al.
 Case No. 19SL-CC03191
 Rosenfeld Deposition 8-25-2022

In The Circuit Court of the 13th Judicial Circuit Court, Hillsborough County, Florida Civil Division
 Jeffery S. Lamotte, Plaintiff vs. CSX Transportation Inc.
 Case No. NO. 20-CA-0049
 Rosenfeld Deposition 8-22-2022

In State of Minnesota District Court, County of St. Louis Sixth Judicial District
 Greg Bean, Plaintiff vs. Soo Line Railroad Company
 Case No. 69-DU-CV-21-760
 Rosenfeld Deposition 8-17-2022

In United States District Court Western District of Washington at Tacoma, Washington
 John D. Fitzgerald Plaintiff vs. BNSF
 Case No. 3:21-cv-05288-RJB
 Rosenfeld Deposition 8-11-2022

In Circuit Court of the Sixth Judicial Circuit, Macon Illinois
 Rocky Bennyhoff Plaintiff vs. Norfolk Southern
 Case No. 20-L-56
 Rosenfeld Deposition 8-3-2022

In Court of Common Pleas, Hamilton County Ohio
 Joe Briggins Plaintiff vs. CSX
 Case No. A2004464
 Rosenfeld Deposition 6-17-2022

In the Superior Court of the State of California, County of Kern
 George LaFazia vs. BNSF Railway Company.
 Case No. BCV-19-103087
 Rosenfeld Deposition 5-17-2022

In the Circuit Court of Cook County Illinois
 Bobby Earles vs. Penn Central et. al.
 Case No. 2020-L-000550
 Rosenfeld Deposition 4-16-2022

In United States District Court Easter District of Florida
 Albert Hartman Plaintiff vs. Illinois Central
 Case No. 2:20-cv-1633
 Rosenfeld Deposition 4-4-2022

In the Circuit Court of the 4th Judicial Circuit, in and For Duval County, Florida
 Barbara Steele vs. CSX Transportation
 Case No.16-219-Ca-008796
 Rosenfeld Deposition 3-15-2022

In United States District Court Easter District of New York
 Romano et al. vs. Northrup Grumman Corporation
 Case No. 16-cv-5760
 Rosenfeld Deposition 3-10-2022

In the Circuit Court of Cook County Illinois
 Linda Benjamin vs. Illinois Central
 Case No. No. 2019 L 007599
 Rosenfeld Deposition 1-26-2022

In the Circuit Court of Cook County Illinois
 Donald Smith vs. Illinois Central
 Case No. No. 2019 L 003426
 Rosenfeld Deposition 1-24-2022

In the Circuit Court of Cook County Illinois
 Jan Holeman vs. BNSF
 Case No. 2019 L 000675
 Rosenfeld Deposition 1-18-2022

In the State Court of Bibb County State of Georgia
 Dwayne B. Garrett vs. Norfolk Southern
 Case No. 20-SCCV-091232
 Rosenfeld Deposition 11-10-2021

In the Circuit Court of Cook County Illinois
 Joseph Ruepke vs. BNSF
 Case No. 2019 L 007730
 Rosenfeld Deposition 11-5-2021

In the United States District Court For the District of Nebraska
 Steven Gillett vs. BNSF
 Case No. 4:20-cv-03120
 Rosenfeld Deposition 10-28-2021

In the Montana Thirteenth District Court of Yellowstone County
 James Eadus vs. Soo Line Railroad and BNSF
 Case No. DV 19-1056
 Rosenfeld Deposition 10-21-2021

In the Circuit Court Of The Twentieth Judicial Circuit, St Clair County, Illinois
 Martha Custer et al.cvs. Cerro Flow Products, Inc.
 Case No. 0i9-L-2295
 Rosenfeld Deposition 5-14-2021
 Trial October 8-4-2021

In the Circuit Court of Cook County Illinois
 Joseph Rafferty vs. Consolidated Rail Corporation and National Railroad Passenger Corporation d/b/a
 AMTRAK,
 Case No. 18-L-6845
 Rosenfeld Deposition 6-28-2021

In the United States District Court For the Northern District of Illinois
 Theresa Romcoe vs. Northeast Illinois Regional Commuter Railroad Corporation d/b/a METRA Rail
 Case No. 17-cv-8517
 Rosenfeld Deposition 5-25-2021

In the Superior Court of the State of Arizona In and For the Cunty of Maricopa
 Mary Tryon et al. vs. The City of Pheonix v. Cox Cactus Farm, L.L.C., Utah Shelter Systems, Inc.
 Case No. CV20127-094749
 Rosenfeld Deposition 5-7-2021

In the United States District Court for the Eastern District of Texas Beaumont Division
 Robinson, Jeremy et al vs. CNA Insurance Company et al.
 Case No. 1:17-cv-000508
 Rosenfeld Deposition 3-25-2021

In the Superior Court of the State of California, County of San Bernardino
 Gary Garner, Personal Representative for the Estate of Melvin Garner vs. BNSF Railway Company.
 Case No. 1720288
 Rosenfeld Deposition 2-23-2021

In the Superior Court of the State of California, County of Los Angeles, Spring Street Courthouse
 Benny M Rodriguez vs. Union Pacific Railroad, A Corporation, et al.
 Case No. 18STCV01162
 Rosenfeld Deposition 12-23-2020

In the Circuit Court of Jackson County, Missouri
 Karen Cornwell, Plaintiff, vs. Marathon Petroleum, LP, Defendant.
 Case No. 1716-CV10006
 Rosenfeld Deposition 8-30-2019

- In the United States District Court For The District of New Jersey
Duarte et al, Plaintiffs, vs. United States Metals Refining Company et. al. Defendant.
Case No. 2:17-cv-01624-ES-SCM
Rosenfeld Deposition 6-7-2019
- In the United States District Court of Southern District of Texas Galveston Division
M/T Carla Maersk vs. Conti 168., Schiffahrts-GMBH & Co. Bulker KG MS “Conti Perdido” Defendant.
Case No. 3:15-CV-00106 consolidated with 3:15-CV-00237
Rosenfeld Deposition 5-9-2019
- In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
Carole-Taddeo-Bates et al., vs. Ifran Khan et al., Defendants
Case No. BC615636
Rosenfeld Deposition 1-26-2019
- In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica
The San Gabriel Valley Council of Governments et al. vs El Adobe Apts. Inc. et al., Defendants
Case No. BC646857
Rosenfeld Deposition 10-6-2018; Trial 3-7-19
- In United States District Court For The District of Colorado
Bells et al. Plaintiffs vs. The 3M Company et al., Defendants
Case No. 1:16-cv-02531-RBJ
Rosenfeld Deposition 3-15-2018 and 4-3-2018
- In The District Court Of Regan County, Texas, 112th Judicial District
Phillip Bales et al., Plaintiff vs. Dow Agrosiences, LLC, et al., Defendants
Cause No. 1923
Rosenfeld Deposition 11-17-2017
- In The Superior Court of the State of California In And For The County Of Contra Costa
Simons et al., Plaintiffs vs. Chevron Corporation, et al., Defendants
Cause No. C12-01481
Rosenfeld Deposition 11-20-2017
- In The Circuit Court Of The Twentieth Judicial Circuit, St Clair County, Illinois
Martha Custer et al., Plaintiff vs. Cerro Flow Products, Inc., Defendants
Case No.: No. 0i9-L-2295
Rosenfeld Deposition 8-23-2017
- In United States District Court For The Southern District of Mississippi
Guy Manuel vs. The BP Exploration et al., Defendants
Case No. 1:19-cv-00315-RHW
Rosenfeld Deposition 4-22-2020
- In The Superior Court of the State of California, For The County of Los Angeles
Warrn Gilbert and Penny Gilbert, Plaintiff vs. BMW of North America LLC
Case No. LC102019 (c/w BC582154)
Rosenfeld Deposition 8-16-2017, Trail 8-28-2018
- In the Northern District Court of Mississippi, Greenville Division
Brenda J. Cooper, et al., Plaintiffs, vs. Meritor Inc., et al., Defendants
Case No. 4:16-cv-52-DMB-JVM
Rosenfeld Deposition July 2017

- In The Superior Court of the State of Washington, County of Snohomish
 Michael Davis and Julie Davis et al., Plaintiff vs. Cedar Grove Composting Inc., Defendants
 Case No. 13-2-03987-5
 Rosenfeld Deposition, February 2017
 Trial March 2017
- In The Superior Court of the State of California, County of Alameda
 Charles Spain., Plaintiff vs. Thermo Fisher Scientific, et al., Defendants
 Case No. RG14711115
 Rosenfeld Deposition September 2015
- In The Iowa District Court In And For Poweshiek County
 Russell D. Winburn, et al., Plaintiffs vs. Doug Hoksbergen, et al., Defendants
 Case No. LALA002187
 Rosenfeld Deposition August 2015
- In The Circuit Court of Ohio County, West Virginia
 Robert Andrews, et al. v. Antero, et al.
 Civil Action No. 14-C-30000
 Rosenfeld Deposition June 2015
- In The Iowa District Court for Muscatine County
 Laurie Freeman et. al. Plaintiffs vs. Grain Processing Corporation, Defendant
 Case No. 4980
 Rosenfeld Deposition May 2015
- In the Circuit Court of the 17th Judicial Circuit, in and For Broward County, Florida
 Walter Hinton, et. al. Plaintiff, vs. City of Fort Lauderdale, Florida, a Municipality, Defendant.
 Case No. CACE07030358 (26)
 Rosenfeld Deposition December 2014
- In the County Court of Dallas County Texas
 Lisa Parr et al, Plaintiff, vs. Aruba et al, Defendant.
 Case No. cc-11-01650-E
 Rosenfeld Deposition: March and September 2013
 Rosenfeld Trial April 2014
- In the Court of Common Pleas of Tuscarawas County Ohio
 John Michael Abicht, et al., Plaintiffs, vs. Republic Services, Inc., et al., Defendants
 Case No. 2008 CT 10 0741 (Cons. w/ 2009 CV 10 0987)
 Rosenfeld Deposition October 2012
- In the United States District Court for the Middle District of Alabama, Northern Division
 James K. Benefield, et al., Plaintiffs, vs. International Paper Company, Defendant.
 Civil Action No. 2:09-cv-232-WHA-TFM
 Rosenfeld Deposition July 2010, June 2011
- In the Circuit Court of Jefferson County Alabama
 Jaeanette Moss Anthony, et al., Plaintiffs, vs. Drummond Company Inc., et al., Defendants
 Civil Action No. CV 2008-2076
 Rosenfeld Deposition September 2010
- In the United States District Court, Western District Lafayette Division
 Ackle et al., Plaintiffs, vs. Citgo Petroleum Corporation, et al., Defendants.
 Case No. 2:07CV1052
 Rosenfeld Deposition July 2009

From: [George Hague](#)
 To: [Julia Descoteaux](#)
 Cc: [Sean P. Kelleher: City Clerk](#)
 Subject: Cottonwood & Edgemont (C&E) = Comments on IS/MND & City zoning map -- 4
 Date: Monday, February 27, 2023 11:40:05 PM
 Attachments: [Screenshot 2023-02-27 at 10:35:36 PM.png](#)

Warning: External Email – Watch for Email Red Flags!

https://moval.gov/city_hall/general-plan2040/NewZoning.pdf

City of Moreno Valley's Zoning Map = showing different BP, LI, I and BPX locations

Good morning Ms Descoteaux,

February 24, 2023

Re: Comments on the Cottonwood & Edgemont (C&E) warehouse project's Initial Study (IS) and Mitigated Negative Declaration (MND)— 4

In the City's Notice of Intent to adopt a single Mitigated Negative Declaration (MND) the following can be read:

"Project Description: The Cottonwood & Edgemont Project comprises a proposal for a **Master Plot Plan** (PEN21-0325), **Plot Plan** (PEN21-0326), and **Tentative Parcel Map No. 38325** (PEN21-0327) to allow for the development of two (2) light industrial buildings with a total combined building floor area of 99,630 square feet (s.f.) on an approximately 7.94-gross-acre property (6.88 net acres). **The Project** would include cargo loading areas at each building (within an enclosed truck court with loading docks on the eastern sides of the proposed buildings), parking areas, landscaping, signage, and lighting."

"Potential Environmental Impacts: The City of Moreno Valley has prepared an **Initial Study** to determine the environmental effects associated with the above actions and finds the issuance of a **Mitigated Negative Declaration** is the appropriate level of environmental review. **The Initial Study/Mitigated Negative Declaration** concludes that all potentially significant impacts of **the Project** would be mitigated to a less than significant level."

"Comment Deadline: Pursuant to Section 15105(b) of the CEQA Guidelines, the City has established a 20-day public review period for **the Initial Study/Mitigated Negative Declaration** which begins February 9, 2023, and ends March 1, 2023."

It is very evident from **"the single Initial Study/Mitigated Negative Declaration"** and the reference to **"the Project"** the two warehouses are being treated as a single project.

On the "Notice of Completion & Environmental Document Transmittal" provides the following:

A single "Site Plan".

The Notice of Completion & Environmental Document Transmittal again shows that the C&E warehouse in a single "Site Plan"

The Cottonwood & Edgemont warehouse is a single project of 99,630 sq ft and cannot be consider two different projects. This single project is bringing almost 100,000 sq ft of warehousing to our city with all the negative impacts that such a large project would bring — especially to a census tract with a CalEnviroScreen report as shown in the following:

CalEnviroScreen

Overall Percentiles	
CalEnviroScreen 4.0 Percentile	99
Pollution Burden Percentile	95
Population Characteristics Percentile	98

State law and even our own Environmental Justice Element of our city's General Plan encourages jurisdictions/Moreno Valley to reduce the burden on people living in these areas, but instead the C&E warehouse brings even more pollution and because it is a MND and not an EIR there is no direct, Indirect, cumulative and growth inducing impact analysis.

As can be seen in the city's zoning map in the link found above land zoned Business Park (BP), Light Industrial (LI), Industrial (I) and BPX are all the same color. The fact they are the same color doesn't mean you can build BP, LI, I or BPX on any lands. During the General Plan Update process it became very evident that each of these zones were placed in specific locations because of surrounding uses. This can be seen on the map found below which is a portion of the city's zoning map that includes the proposed Project. On this map you can easily read lands specifically designated either BP, LI, I or BPX. These specific zoning designations on lands is done because of their location as well as existing surrounding land uses and official Land Use Policy which requires a smooth transition between projects and existing uses. Allowing warehousing anywhere BP, LI, I, and BPX is on the map found below would be detrimental to many existing uses and the health of people.

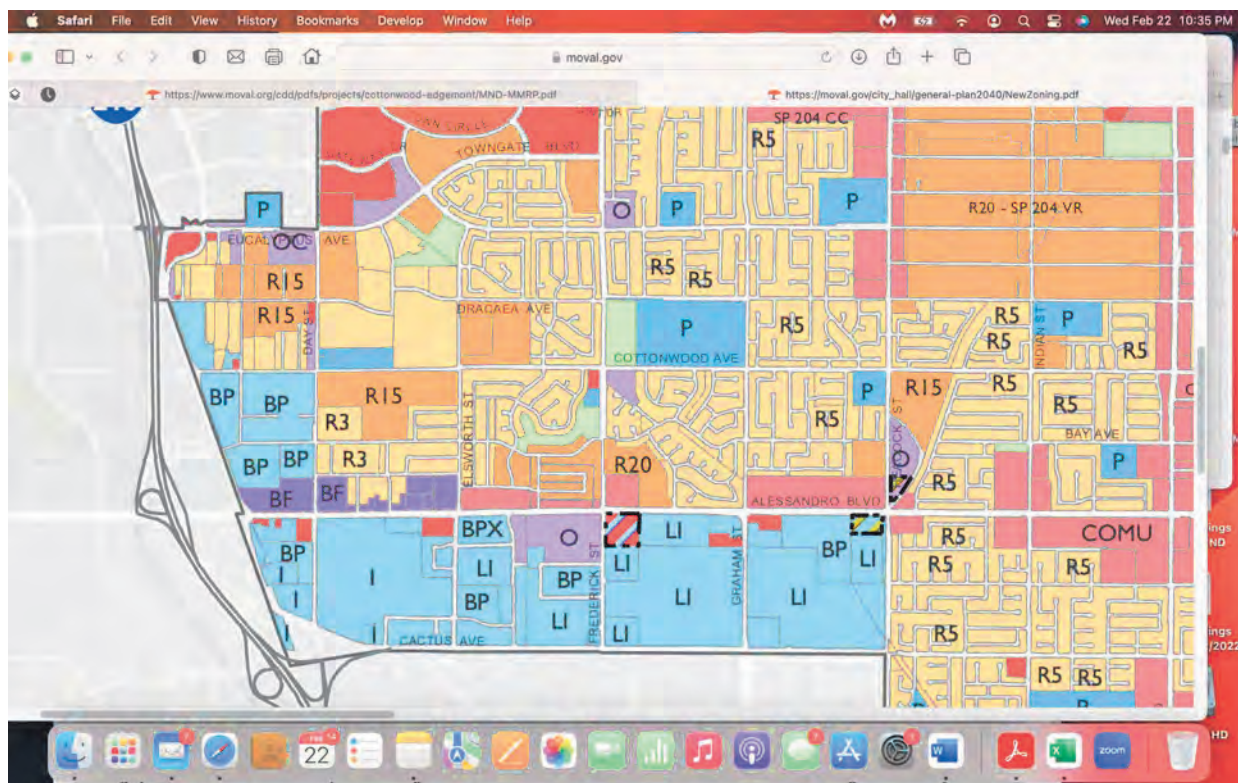
The City gives a misleading description immediately below and in direct conflict with the more thoughtful uses allowed based on their own zoning map and Industrial Districts Chart found below.

9. General Plan Designation: Business Park (BP), which provides areas for manufacturing, research and development, warehousing, and distribution, as well as office and support commercial activities. Refer to Figure 4, Existing General Plan Land Use Designation

The Figure 4 mentioned above has a city developed legend that tries to make the project's lands both BP and LI. The City's own zoning map indicates it is only BP as is shown in Figure 5. **As can be read in the next paragraph and below the map BP doesn't allow warehousing and is suppose to "provide a transition" between sensitive uses and more intense uses like warehousing.** The use of the General Plan BP everywhere in place of BP, LI, I, and BPX would allow warehousing almost everywhere within our city. We must honor the city's zoning map to protect nearby sensitive resources and limit warehouse Industrial use to those allowed in the explanations found in the chart labeled "9.05.020 Industrial Districts" found below.

The correct complete wording for BP is below the map and as follows: The primary purpose of the business park (BP) district is to provide for light industrial, research and development, office-based firms and limited supportive commercial in an attractive and pleasant working environment and a prestigious location. This district is **intended to provide a transition between residential and other sensitive uses and more intense industrial and warehousing uses.**

The following map is a portion of the city zoning map which includes the project site from the link found above = it shows different locations for BP, LI, I, BPX with none listed as BP/LI.



"9.05.020 Industrial districts.

A. Business Park District (BP). The primary purpose of the business park (BP) district is to provide for light industrial, research and development, office-based firms and limited supportive commercial in an attractive and pleasant working environment and a prestigious location. This district is intended to provide a transition between residential and other sensitive uses and more intense industrial and warehousing uses.

B. Light Industrial District (LI). The primary purpose of the light industrial (LI) district is to provide for light manufacturing, light industrial, research and development, warehousing and distribution and multitenant industrial uses, as well as certain supporting administrative and professional offices and commercial uses on a limited basis. This district is intended as an area for light industrial uses that can meet high performance standards. This district requires buffering between residential districts and industrial and warehouse structures greater than fifty thousand (50,000) square feet in building area within the LI district. Please refer to the special site development standards in Section 9.05.040(B)(9).

C. Industrial (I). The primary purpose of the industrial (I) district is to provide for manufacturing, research and development, warehousing and distribution and multitenant industrial uses, as well as certain supporting administrative and professional offices and commercial uses on a limited basis. This district is intended as an area for industrial uses that can meet high performance standards but that frequently do not meet site development standards appropriate to planned research and development parks.

D. Business Park-Mixed Use (BPX). The purpose of the business park-mixed use (BPX) district is to provide locations for limited convenience commercial and business support services within close proximity to industrial and business park uses. (Ord. 830 § 3.1, 2011; Ord. 693 § 2 (Exh. B), 2005; Ord. 590 § 2, 2001; Ord. 359, 1992)"

The C&E warehouse with its almost 100,000 sq ft doesn't fit the definition for BP in letter "A" found above. It better fits the definition in letter "C" found above for Industrial. In fact Appendix G: Greenhouse Gas Report reads as follows:

"The Project is an industrial use and would not be required to adhere to this measure" Page 63 and again on page 64.

The C&E project is a single project of almost 100,000 sq ft of warehousing. As Appendix G refers to it, the project is "an industrial use" and doesn't belong on land designated BP on the city's zoning Map and based on the city's own "9.05.020 Industrial District" Chart found above.

A full EIR must be required to fully address the direct, indirect, cumulative and growth inducing impacts from all forms of pollution and other impacts to those in this already burden census tract as can be seen above. A full EIR would do a much better job of addressing all the direct, indirect, cumulative and growth inducing impacts to those areas off site that are part of this project, but are inadequately addressed and therefor makes the project's analysis inadequate.

Please keep me informed of all future documents and meetings related to this project.

Sincerely,

George Hague
Sierra Club
Moreno Valley Group
Conservation Chair

From: [Julia Descoteaux](#)
To: [Catherine Lin](#)
Subject: Fwd: PEN21-0325, PEN21-0326
Date: Tuesday, February 28, 2023 11:35:13 AM

See attached

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Julia Descoteaux

Senior Planner

Community Development

City of Moreno Valley

p: 951.413.3209 | e: juliad@moval.org w: www.moval.org

14177 Frederick St., Moreno Valley, CA, 92553

From: Mauricio Alvarez <malvarez@riversidetransit.com>

Sent: Tuesday, February 28, 2023 10:01:05 AM

To: Julia Descoteaux <juliad@moval.org>

Subject: PEN21-0325, PEN21-0326

Warning: External Email – Watch for Email Red Flags!

Good Morning Julia,

Thank you for including Riverside Transit Agency in the development review of the 2 warehouses on Old 215 Rd. After reviewing the plans, there are no comments to submit for this particular project at this time.

Thank you,

Mauricio Alvarez, MBA

Planning Analyst

Riverside Transit Agency

p: 951.565.5260 | e: malvarez@riversidetransit.com

[Website](#) | [Facebook](#) | [Twitter](#) | [Instagram](#)

1825 Third Street, Riverside, CA 92507

From: [Julia Descoteaux](#)
 To: [Catherine Lin](#)
 Subject: Fwd: PEN 21-0325, PEN 21-0326 and PEN 21-0327
 Date: Tuesday, February 28, 2023 11:55:05 AM

See below

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Julia Descoteaux

Senior Planner

Community Development

City of Moreno Valley

p: 951.413.3209 | e: juliad@moval.org w: www.moval.org

14177 Frederick St., Moreno Valley, CA, 92553

From: hardheadsrl@aol.com <hardheadsrl@aol.com>

Sent: Tuesday, February 28, 2023 11:50:00 AM

To: Julia Descoteaux <juliad@moval.org>

Subject: PEN 21-0325, PEN 21-0326 and PEN 21-0327

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I am writing with concerns about the Mitigated Negative Declaration for this project. Even though the only access to the project is from old 215, all the truck traffic has to pass close to existing residential properties which will cause a lot of noise and air pollution for the residence in the area. I do not think the project takes this into enough consideration. The area also has had a lot of troubles the sewer and water availability and I do not see where that is adequately addressed.

With all the existing warehouse approved in the City I feel it would be best to have a 60 or 90 day moratorium on new warehouse projects.

Thank You Steve Giannino
 24701 Valley Ranch Rd.
 Moreno Valley, CA 92557

From: [George Hague](#)
 To: [Julia Descoteaux](#)
 Cc: [Sean P. Kelleher](#); [City Clerk](#)
 Subject: Comments on the Cottonwood & Edgmeont warehouse project & Land Use and Community Character (LCC) --5
 Date: Tuesday, February 28, 2023 11:28:08 PM

Warning: External Email – Watch for Email Red Flags!

Good morning Ms Descoteaux,
 2023

February 28,

Re: Comments on the Cottonwood & Edgemont (C&E) 99,630 sq ft warehouse project's Initial Study (IS) and Mitigated Negative Declaration (MND)

The city approved its General Plan in June of 2021 and adopted some very important Land Use and Community Character (LCC) Goals and Policies to protect all of us who selected Moreno Valley to raise our families.

Below are four of these that are in conflict with placing an almost 100,000 sq ft warehouse project near family homes (as near as 18 ft) and across the street from a church (107 feet) — some yards which people enjoy are even closer than their homes.

Goal LCC-3: Build a distinctive sense of place and pride in Moreno Valley.

How are we building pride in Moreno Valley for our residents with the C&E warehouse project when it will bring toxic diesel trucks driving and idling near to their homes. Diesel pollution is very harmful and will make those with asthma have a difficult time and may also contribute to those developing asthma as well as other medical issues. Diesel pollution will also come from much of the equipment that is used during the operation of a warehouse as well as during construction. You must be able to factor in all direct, indirect, cumulative and growth inducing impacts which this MND doesn't provide. The project must be required to produce a full EIR to provide this and other important information for the public and decision makers prior to any vote.

LCC.3-1 Insist on high-quality development that is sensitive to surrounding context throughout the city and particularly in centers and corridors.

This is a policy you would want enforced on any project built near your home, but how is a large warehouse project that is less than 20 ft to 30 ft sensitive to its surroundings when those include family homes. Many of these homes are on the backside of this warehouse where the Diesel Trucks turn around, back up, idle, load and unload cargo. How can these families consider this warehouse project High-Quality which LCC.3.1 reads WE ARE TO INSIST.

PLEASE DO NOT ACCEPT WAREHOUSING AS THE ONLY USE THAT CAN BE

BUILT ON THIS BP ZONE. THERE ARE MANY OTHER QUALITY USES THAT ARE PERMITTED.

LCC.3-2 Use development standards to ensure smooth transitions for areas that border one another so that neighborhoods and districts maintain their unique qualities while being compatible with one another.

Smooth Transition with nearby surrounding sensitive receptors is NOT the name of this warehouse project. They do not even put a fence entirely around this Industrial Warehouse project. The height of the fence they use easily allows toxic diesel soot from the project's truck's almost 14 ft exhaust stacks to enter the areas where people live. This is just one of many examples where the project fails to be sensitive to soundings and provide a smooth transition with family home. Noise and Light pollution from what will probably become a 24/7/365 day and night operation is another. They could limit operation to Monday - Friday and from 7am to 9 pm, but they haven't. Lights on timers to dim to 25% when motion isn't detected is something that needs to be required. Equipment with backup warning sounds must be required to have devices that limit the sound to just above ambient sound levels. Use the material that can be applied to warehouse walls to reduce decibels within the project area. These are also mitigations this project could do, but isn't. The main problem is trying to put lipstick on a warehouse to make it sensitive to the surrounding family homes and provide a smooth transition becomes almost impossible. Therefore they do not bring pride to an area with homes so close.

LCC.3-17 screen and buffer nonresidential projects to protect adjacent residential property and other sensitive land uses when necessary to mitigate noise, glare and other adverse effects on adjacent uses.

The C&E warehouse isn't screened and buffered from adjacent residential use. As mentioned above the wall is too short and fails to go around the entire project. The MND reads that ornamental trees will be used when evergreen trees are needed that grow to a height taller than the warehouse. The trees need to be in double overlapping rows with a wide enough spread that makes a solid wall of ever green trees to filter diesel and other pollutions as well as limit some noise and light/glare pollution. Lights on building and poles must be under 18 ft and dimmed to 25 % when motion isn't detected for 10 minutes. Truck and other vehicle lights must be turned off within five minutes of parking. Diesel Alternative Power Units (APU) must not be allowed to operate for more than a total of five minutes. The project must not allow refrigeration areas as part of its warehouse operation. **There are many things in addition to all of those mentioned above that the C&E warehouse could and should do to meet the intent of LCC.3-17, but ISN'T**

Some of the many other uses within Business Park (BP) that is written in the city's "9.05.020 industrial districts" includes the following: "The primary purpose of the business park (BP) district is to provide for light industrial, research and development, office-based firms and limited supportive commercial in an attractive and pleasant working environment and a prestigious location. **This district is intended to provide a transition between residential and other sensitive uses and more intense industrial and warehousing uses.**"

The C&E warehouse is counter to the city's own wording as can be read in the "9.05.020 industrial district" chart as seen in the last paragraph and sentence found above.

The cities of Pomona, Colton, Chino, Riverside, Redlands, Norco and Jurupa Valley have all instituted some form of warehouse moratorium mainly to protect people from harmful diesel truck pollution — especially children, the elderly and pregnant women. Some may initially be only 45 days to allow staff to develop wording for a longer moratorium.

The least Moreno Valley can do is not site warehouse projects with their harmful diesel trucks near people's homes.

Please keep me informed of meeting and documents related to this project.

Sincerely,

George Hague
Sierra Club
Moreno Valley Group
Conservation Chair

From: [Julia Descoteaux](#)
 To: [Catherine Lin](#)
 Subject: Fwd: Cottonwood & Edgemont Warehouse
 Date: Wednesday, March 1, 2023 12:27:30 PM

See attached

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Julia Descoteaux

Senior Planner

Community Development

City of Moreno Valley

p: 951.413.3209 | e: juliad@moval.org w: www.moval.org

14177 Frederick St., Moreno Valley, CA, 92553

From: Julia Descoteaux <juliad@moval.org>
Sent: Wednesday, March 1, 2023 12:26:57 PM
To: Ann McKibben <atmckibben@roadrunner.com>
Cc: City Clerk <cityclerk@moval.org>
Subject: Re: Cottonwood & Edgemont Warehouse

Ms. McKibben,
 Thank you for your comments.

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From: Ann McKibben <atmckibben@roadrunner.com>
Sent: Wednesday, March 1, 2023 11:48:56 AM
To: Julia Descoteaux <juliad@moval.org>
Cc: City Clerk <cityclerk@moval.org>
Subject: Cottonwood & Edgemont Warehouse

Warning: External Email – Watch for Email Red Flags!

27 February 2023

Julia Descoteaux
 Planning Department
 City of Moreno Valley
 14177 Frederick Street
 Moreno Valley, CA 92552

Via email: juliad@moval.org

Dear Ms. Descoteaux:

Re: Cottonwood & Edgemont Warehouse—No Support

It is disappointing to see the city work to place large warehouses next to homes, adjacent to homes, close to homes. It is disappointing to see the city put residents' health at risk, increase

truck traffic and denigrate the quality of life for those living nearby.

I do not support this project. Please notify me of all hearings and documents via my email address: atmckibben@roadrunner.com

Sincerely,

Ann McKibben

Ann McKibben
Moreno Valley, CA 92557

From: [Julia Descoteaux](#)
To: [Sean P. Kelleher](#); [Catherine Lin](#)
Subject: Fwd: PEN21-0325, PEN21-0326, TPM 38325 (PEN21-0327) Cottonwood / Edgemont
Date: Wednesday, March 1, 2023 5:05:10 PM
Attachments: [image001.png](#)

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Julia Descoteaux

Senior Planner

Community Development

City of Moreno Valley

p: 951.413.3209 | e: juliad@moval.org w: www.moval.org

14177 Frederick St., Moreno Valley, CA, 92553

From: Liao, William <WLiao@socalgas.com>
Sent: Wednesday, March 1, 2023 3:51:12 PM
To: Julia Descoteaux <juliad@moval.org>
Cc: SCG SE Region Redlands Utility Request <SCGSERegionRedlandsUtilityRequest@semprautilities.com>; Wildey, Paul L. <PWildey@socalgas.com>
Subject: PEN21-0325, PEN21-0326, TPM 38325 (PEN21-0327) Cottonwood / Edgemont

Warning: External Email – Watch for Email Red Flags!

Hi Julia.

Just looked at PEN21-0325, PEN21-0326, TPM 38325 (PEN21-0327) Cottonwood / Edgemont. No real concerns at the moment. There is an existing 2" gas main extending into APN 263-190-015. We have an active order for its abandonment and should be on our way soon. Please help me ensure the owner/developer contacts USA / Dig Alert prior to any excavation activities so we can get our personnel out for Locate & Mark. Also, if owner/developer needs gas service, please have them contact our Builder Services site to begin the application process as soon as possible, at <https://www.socalgas.com/for-your-business/builder-services>.

Please let me know if you have any questions.

Will Liao

Region Planning Supervisor
 Redlands HO / Southeast Region
 Desk: 213-244-4543
 Mobile: 562-889-1981



Attachment: Notice of Availability Public Comments [Revision 1] (6149 : Master Plot Plan, a Plot Plan and a Tentative Parcel Map)

From: [Julia Descoteaux](#)
 To: [Catherine Lin](#); [Sean P. Kelleher](#)
 Subject: Fwd: Edgemont & Cottonwood IS/MND response
 Date: Wednesday, March 1, 2023 5:05:07 PM
 Attachments: [moval_cottonwood_ismnd_1mar23.pdf](#)

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Julia Descoteaux

Senior Planner

Community Development

City of Moreno Valley

p: 951.413.3209 | e: juliad@moval.org w: www.moval.org

14177 Frederick St., Moreno Valley, CA, 92553

From: Marven Norman <marven.n@ccaaj.org>
Sent: Wednesday, March 1, 2023 4:40:03 PM
To: Planning Email_DG <planningemail@moval.org>
Cc: Sean P. Kelleher <seanke@moval.org>
Subject: Fwd: Edgemont & Cottonwood IS/MND response

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Hello,

My email to Julia below received an automatic reply indicating that she will not be returning until March 7 so I wanted to make sure that this email and letter are received today.

Cheers,

Marven E. Norman (he/him/his), Policy Coordinator

Center for Community Action and Environmental Justice

Centro de Acción Comunitaria y Justicia Ambiental

| C: (951) 543-1743 | E: marven.n@ccaaj.org | W: <https://www.ccaaj.org>

----- Forwarded message -----

From: **Marven Norman** <marven.n@ccaaj.org>
 Date: Wed, Mar 1, 2023 at 4:24 PM
 Subject: Edgemont & Cottonwood IS/MND response
 To: <juliad@moval.org>
 Cc: George Hague <gbhague@gmail.com>

Hi Julia,

Please find attached a letter from CCAEJ responding to the IS/MND for the proposed Edgewood & Cottonwood project which was made available for review and comment. An acknowledgement of receipt of this comment would be appreciated.

Cheers,

Marven E. Norman (he/him/his), Policy Coordinator

Center for Community Action and Environmental Justice

Centro de Acción Comunitaria y Justicia Ambiental

| C: (951) 543-1743 | E: marven.n@ccaej.org | W: <https://www.ccaej.org>

CENTER FOR COMMUNITY ACTION AND ENVIRONMENTAL JUSTICE

"Bringing People Together to Improve Our Social and Natural Environment"

February 27, 2023

City of Moreno Valley
Attn: Julia Descoteaux, Senior Planner
14177 Frederick Street
Moreno Valley, CA 92552

Submitted via email to juliad@moval.org.

Re: Cottonwood & Edgemont Initial Study/Mitigated Negative Declaration

Dear Julia Descoteaux,

On behalf of Moreno Valley community members, this letter is in response to the Initial Study/MND for the proposed Cottonwood & Edgemont Project (SCH #2023020234) that would be constructed on an approximately 7.95 acre site there in Moreno Valley. After reviewing the documents and other information, we are opposed to the construction of this facility.

It is concerning to see that this Project is being proposed right in the middle of an existing community and barely half a mile from Edgemont Elementary School. The community is already one of the most polluted in the state, with the census tract where it is located being ranked at the 99th percentile overall 95th percentile for pollution burden in CalEnviroScreen 4.0. This project will greatly increase truck traffic and therefore diesel pollutants, causing severe health impacts because it has been strategically imbedded within this community which is already defined by the EPA as being in extreme nonattainment for air quality measures such as PM_{2.5}.

We believe that this project is in direct violation of California government code §65040.12(d)(2) because it concentrates industrial uses in proximity to schools and residential dwellings within an already overburdened environmental justice community. Furthermore, government code §65302 (h)(1) identifies considerations to reduce compound health risk to environmental justice communities "by means that include...reduction of pollution exposure." The placement of yet another warehouse in the community is in diametric opposition to that requirement.

To make matters worse, due to a size of only 49,815 square feet for each building (for a total of 99,630 square feet for both), the warehouses both individually and collectively fall below the threshold of the SCAQMD's Indirect Source Rule ("ISR") which is set at 100,000 square feet, thus allowing this Project to slip through the cracks on being held accountable. Thus, this Project would be adding to the cumulative burden in the community, worsening what is already one of the worst situations in the state. We view this as unacceptable and would urge the City to not move forward with further approval of the Project, but instead return to the drawing board to identify reduction of pollution exposure.

Thank you for your time and attention to receiving these comments. If there are any questions or comments, please do not hesitate to contact us for clarification.

Sincerely,



Ana Gonzalez
Executive Director

CC: Sierra Club

CCA EJ is a long-standing community based organization with over 40 years of experience advocating for stronger regulations through strategic campaigns and building a base of community power. Most notably, *CCA EJ*'s founder Penny Newman won a landmark federal case against Stringfellow Construction which resulted in the 'Stringfellow Acid Pits' being declared one of the first Superfund sites in the nation. *CCA EJ* prioritizes community voices as we continue our grassroots efforts to bring lasting environmental justice to the Inland Valley Region.



Community Development
Department
Planning Division

City of Arts & Innovation

March 1, 2023

Julia Descoteaux
Senior Planner
Community Development Department
141777 Frederick Street
PO Box 88005
Moreno Valley, CA 92552

Subject: City of Riverside's Review of a Notice of Intent to Adopt a Mitigated Negative Declaration for the Cottonwood & Edgemont Project

Dear Ms. Descoteaux:

Thank you for the opportunity to comment on the Notice of Intent to adopt a Mitigated Negative Declaration for the Cottonwood & Edgemont Project. The City of Riverside (City) understands that the proposed Cottonwood & Edgemont project consists of a Master Plot Plan (PEN21-0325), Plot Plan (PEN21-0326), and Tentative Parcel Map No. 38325 (PEN21-0327) to allow for the development of two light industrial buildings with a total combined building floor area of approximately 99,630 square feet. The City also understands that the project includes cargo loading areas at each building along with additional site improvements.

The City has reviewed the project documents, and we wish to provide the following comments:

Community and Economic Development Department – Planning Division:

- Master Plot Plan (PEN21-0325) and Plot Plan (PEN21-0325) should conform with the City's 2020 Good Neighbor Guidelines (GNG-2020) for Siting and New and/or Modified Industrial Facilities and implementing Zoning regulations to the greatest extent possible. The nearest sensitive receptors within the City of Riverside are established residential uses located west of Old 215 Frontage Road at approximately 385 linear feet from the project site property line. Other sensitive uses likely exist closer to the project site within the City of Moreno Valley and should be given similar consideration to protect the public health, safety and welfare.

[CITY OF RIVERSIDE GOOD NEIGHBOR GUIDELINES \(riversideca.gov\)](https://www.riversideca.gov/CITY-OF-RIVERSIDE-GOOD-NEIGHBOR-GUIDELINES)

Public Works Department – Traffic Engineering Division:

- Based on the Transportation Study, the City does not have a fair share program. The applicant should pay for the full cost of improvements as recommended by the Traffic Study including:
 - On Old 215 Frontage Road & Eucalyptus Avenue:
 - Installation of South Bound Right Turn Overlap at Old 215 Frontage & Eucalyptus
 - Installation of North Bound dual left turn lanes and extend storage length at Old 215 Frontage & Eucalyptus
 - Installation of Traffic Signal at Old 215 Frontage Road & Bay Avenue
- We request conceptual plans to assess feasibility of the proposed improvements included in the Traffic Analysis Report. The Traffic Engineering Division is happy to meet and discuss improvements with the applicant and City of Moreno Valley.

The City of Riverside appreciates your consideration of the comments provided in this letter. Please forward any future environmental correspondence related to the Cottonwood & Edgemont project to the City of Riverside Planning Division. Should you have any questions regarding this letter, please contact Scott Watson, Historic Preservation Officer, at (951) 826-5507, or by e-mail at swatson@riversideca.gov.

We thank you again for the opportunity to provide comments on this proposal and look forward to working with you in the future.

Sincerely,



Matthew Taylor
Principal Planner

cc: Patricia Lock Dawson, Mayor
Riverside City Council Members
Mike Futrell, City Manager
Rafael Guzman, Assistant City Manager
Jennifer Lilley, Community & Economic Development Director
Maribeth Tinio, City Planner
Gilbert Hernandez, Public Works Director
Phaedra Norton, City Attorney

From: [George Hague](#)
 To: [Julia Descoteaux](#)
 Cc: [Sean P. Kelleher](#); [City Clerk](#)
 Subject: Additional Comments on Cottonwood & Edgemont warehouse Mitigated Negative Declaration (MND) -- 6
 Date: Wednesday, March 1, 2023 5:29:03 PM

Warning: External Email – Watch for Email Red Flags!

Good evening Ms Descoteaux,

March 1, 2023

Re: Additional comments on the Cottonwood & Edgemont (C&E) warehouse Mitigated Negative Declaration (MND)

As was fully explained in Sierra Club’s February 24, 2023 email with comments on the C&E warehouse this project is really not two separate warehouses but is a single project with 99,630 sq/ft of warehousing. The C&E warehouse project needs to be treated just like the Edgemont Commerce Center (ECC) that is currently preparing the required EIR for their 142,345 sq ft warehouse project. The city’s ECC’s notice of Preparation of a Draft Environmental Impact Report reads in part as follows:

"PEN21-0125 (Change of Zone) would amend the City of Moreno Valley Zoning Map to change the zoning designation of existing Assessor Parcel Numbers 263-230-004 and 263-230-025 from “Business Park” to “Light Industrial.” The proposed Change of Zone is needed to develop a warehouse building that is larger than the 50,000 square feet (s.f.) that is allowed by right under existing zoning.”

"The EIR will assess the effects of the Project on the environment, identify potentially significant impacts, identify feasible mitigation measures to reduce or eliminate potentially significant environmental impacts, and discuss potentially feasible alternatives to the Project that may accomplish basic objectives while lessening or eliminating any potentially significant Project- related impacts.”

The above information shows that the change of zone to accommodate a warehouse building of greater than 50,000 sq feet makes it necessary to produce an EIR. The information also shows that a zone change is needed from Business Park (BP) to Light Industrial (LI) which is also explained in our letter of February 24th. The C&E proposing two warehouses with each just under 50,000 sq ft is a poor attempt to avoid producing an EIR to provide much needed analysis/information on the project’s almost 100,000 sq ft of warehousing near family homes. The city’s attempt to make the lands for the C&E project as more than BP is also shown to be false by what they required for the ECC warehouse located not too far from the C&E warehouse and on the same city zoning of BP.

The city needs to be consistent and require a full EIR on the C&E’s almost 100,000 sq ft of warehousing near family homes.

The South Coast Air Quality Management District (SCAQMD) sent the city a five page comment letter dated August 12, 2022 during the NOP stage of this project. That letter can be read in this link

<http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2022/august/RVC220809-04.pdf>

The C&E's MND does a very poor job of implementing their recommendations. The city must require many more of them in our non-attainment area or we will all suffer the consequences.

The proposal mentioned on page two to vacate the public right-of-way for Old 215 (395) Frontage Road is a very poor idea and will cause problems in the future because we will not have these important 17 feet. In fact it is a gift of what should remain with the public and which will be encroached upon by the project if we release it. We should have been told what portion of an acre this gift represents. The city has already given too many right-of ways to developers which has caused safety issues with the reduction in east west flow of traffic in our city. Further analysis of this gift needs to be done — with public input.

The C&E's proposed plans for Electric Vehicle (EV) charger is inadequate for all types of vehicles. No EV charger will be available when the project becomes operational. Not only should there be at least 10% of all car/van parking places with working EV chargers, but at least half of those need to be quick chargers.

All outdoor cargo handling equipment such as but not limited to forklifts, yard goats, pallet jacks, and hostlers must be zero emission. Writing they "Expect" not to use diesel but instead use other polluting petroleum products like gasoline or natural gas cannot be accepted in our non-attainment area. The project must be required to have sufficient charging places for all equipment. There also needs to be at last one operational charging location for big rig class 8 trucks and locations with infra-structure for others. With sufficient solar all of these vehicles and equipment would most of the time be running on sunshine.

Each truck dock (loading bays) must have plug-ins for electric Auxiliary Power Units (APU). There must be signs indicating that diesel APU's may not operate for more than a total of 5 minutes. Plug-ins for Transportation Refrigeration Units (TRU) for all truck docks must be required for the possible 10 % cold storage/refrigeration that is proposed.

Ornamental trees an inadequate and do nothing to filter the diesel pollution or reduce noise as well as light/glare pollution. The project must be required to have evergreen trees that are in double overlapping rows with a wide enough spread that makes a solid wall of evergreen trees to filter diesel and other pollutions as well as limit some noise and light/glare pollution. The trees need to be able to grow to 45ft to 50ft and allowed to reach full width and height as they grow to maturity.

In order for the C&E to develop these lands with a warehouse instead of the many other possible uses, there is a need for significant offsite improvements. The MND analysis of direct, indirect, cumulative and growth inducing impacts is inadequate for this part of the project. A full EIR must be required so the public and decision makers have the information necessary to more fully understand impacts and to make comments as well as suggest mitigations. Will existing users of water in this area be impacted and is there a possibility that water pressure will change to such an extent that lines to home could burst? Who will be responsible for impacts to homes/businesses? The water company doesn't have the money and therefore the developer must have signed an agreement to cover all costs related possible water impacts which must include replacing equipment and no gap of water availability.

The proposed 10 % cold storage/refrigeration means the building will probably be taller and noisier during the project's 24/7/365 night and day operation. These additional impacts needs

to be more fully analyzed and addressed in mitigations/conditions of approval.

During Construction off road equipment must be required to be Tier IV or better with no diesel generators allowed. At the very least a minimum of 80% must meet Tier IV in our non-attainment area.

The MND reads as follows: "At this location, the maximum incremental **cancer risk attributable to Project** construction and operational DPM source emissions is **estimated at 8.88 in one million, which is less than the threshold of 10 in one million**. At this same location, non-cancer risks were estimated to be 0.03, which would not exceed the applicable threshold of 1.0. As such, the Project will not cause a significant human health or cancer risk to adjacent land uses as a result of Project construction and operational activity." (Page 43)

The above doesn't explain the current/future cancer risks to which this project will add its negative impacts to cause more cancer. That is because they are submitting a MND instead of an EIR. We need the cumulative impacts that the nearby families will face in terms of cancer causing pollution. Other projects, both current and foreseeable, need to be included such as the approval in December of the Moreno Valley Business Center warehouse and the Edgemont Commerce Center which is currently preparing an EIR. Both are in Edgemont along Day Street. The Old 215 Industrial Park also needs to be factored in. There are other projects and negative impacts which need to be added to this project's environmental analysis — to truly give the public and decision makers all the information they should have to help the families in this census tract. As can be seen below from CalEnviroScreen this neighborhood is already in the worst 1% of California for pollution and other socio-economic impacts — they show this as being at the 99 Percentile.

CalEnviroScreen

Overall Percentiles

CalEnviroScreen 4.0 Percentile	99
Pollution Burden Percentile	95
Population Characteristics Percentile	98

Again the Project tries to convey they will not have a significant impact on Greenhouse Gas (GHG) emissions which again is a MND's inadequate analysis and needs to be part of a full in EIR

The C&E's Greenhouse Gas (GHG) MND reads as follows: "Additionally, as part of the adoption of General Plan 2040, the City adopted a Climate Action Plan (CAP). The CAP establishes an inventory of the City's baseline (year 2018) GHG emissions, quantifies the City's long-term GHG emissions, and establishes the measures the City will implement – including requirements for new development projects to be energy efficient – to achieve the year 2030 GHG emissions reduction goals of SB 32 as well as additional GHG emissions through the General Plan's horizon year (2040). As demonstrated by the analysis below, the Project would not conflict with the provisions of SB 32, and, therefore, would neither conflict with the CAP nor hinder or delay the City's ability to meet the GHG emissions reductions targets that are outlined in the

CAP.” (page 59 C&E’s MND)

Moreno Valley’s current Climate Action Plan (CAP) is inadequate and doesn’t meet state standards. In fact the city has been providing a warning to developers to proceed with their projects at their own risk because both the General Plan Update (GPU) and CAP are currently under litigation. Therefor the paragraph found above cannot be used for any cover/justification for this project's GHG and other impacts. The C&E's GHG analysis is inadequate because the current Moreno Valley CAP doesn’t satisfy CEQA Guidelines section 15183.5(b).

The MND reads as follows that the project’s impacts will be "less than significant with mitigations incorporated." "Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory” (page 83 MND) The problem is that there are very limited onsite mitigations required or even suggested. Off-site mitigations or donations to groups whose mission its is to protect this loss habitat/foraging area needs to be seriously considered — other than the Sierra Club which cannot take such from a litigation.

The C&E's Appendix J on Noise measurement location shown on page 29 are bogus for measuring impacts to nearby structures. The structure at the SW may or may not have people, but needs to have a sensor because trucks will be passing 24/7/365 days and nights. There are many other nearby structures shown that also needed to be part of noise measurement locations. Without those being added the noise study is totally inadequate and cannot be relied upon to provide the much needed information.

Sensitive Receptor locations shown on Page 43 of Appendix J is where more measurements should have been taken, but even then there is a structure between receptor #5 and the project that should have been included even if it doesn’t currently have people. Those Receptors between #1 and #2 also needed to be included for noise measurements. Resident one is only 17 feet away and Resident 2 is only 19 feet away — this information is on pages 41 and 42 of Appendix J.

Table 10-2 on page 58 of Appendix J shows several scenarios when noise exceeds even our city's less than stringent standards. The analysis tries to use 200 feet as the standard as showing everything is okay, but all the five family homes as well as the church are much closer than 200 feet. Again this points another problem with the noise study.

The Sierra Club appreciates being given the opportunity to provided the six emails with comments on the Cottonwood and Edgemont warehouse project during the less than 20 days after being directly noticed. We find it sad and less than genuine for the city to have already scheduled the Planning Commission meeting on March 9th which is only about one week from the March 1st MND comment deadline for this email and probably only a few days before providing the public as well as the Planning Commissioners with the staff report and related documents. How are you incorporating all the needed suggestions/mitigations that have been made and needed for this project’s impacts because of its close location to homes. The homes are legal and may be non-conforming only because the city changed the zoning on which they were legally built.

Please keep the Sierra Club informed of all meetings and documents related to this project.

Sincerely,

George Hague

Sierra Club

Moreno Valley Group

Conservation Chair

From: [Julia Descoteaux](#)
To: [Sean P. Kelleher](#); [Catherine Lin](#)
Subject: Fwd: Notice of Intent to Adopt an Initial Study/Mitigated Negative Declaration for the Plot Plans (PEN21-0325, PEN21-0326) Tentative Parcel Map 38325 (PEN21-0327) Project
Date: Wednesday, March 1, 2023 5:39:56 PM
Attachments: [image004.png](#)
[image001.png](#)

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Julia Descoteaux

Senior Planner

Community Development

City of Moreno Valley

p: 951.413.3209 | e: juliad@moval.org w: www.moval.org

14177 Frederick St., Moreno Valley, CA, 92553

From: Cunningham, Kevin <kcunning@RIVCO.ORG>
Sent: Wednesday, March 1, 2023 5:30:38 PM
To: Julia Descoteaux <juliad@moval.org>
Cc: Sawyer, Heath <HSawyer@Rivco.org>
Subject: Notice of Intent to Adopt an Initial Study/Mitigated Negative Declaration for the Plot Plans (PEN21-0325, PEN21-0326) Tentative Parcel Map 38325 (PEN21-0327) Project

Warning: External Email – Watch for Email Red Flags!

Hi Julia,

This email is in response to the Notice of Intent to adopt the Initial Study/Mitigated Negative Declaration prepared for Plot Plans (PEN21-0325, PEN21-0326) and Tentative Parcel Map 38325 (PEN21-0327) Project (Project). The Project consists of constructing two light industrial buildings with a total combined building floor area of approximately 7.94-gross-acre property. The Project would include loading docks, parking areas, landscaping, bio-basins, signage, and lighting. The Project would also include construction or improvement of infrastructure, including storm drain improvements, necessary to service the Project. The Riverside County Flood Control and Water Conservation District (District) has reviewed the Initial Study/Mitigated Negative Declaration (IS/MND) and has the following comments regarding the project:

1. The Project proposes to construct onsite storm drain facilities and new offsite public storm drain facilities within a segment of the Old 215 Frontage Road, abutting the western side of the Project site. These facilities may require connection to the District's Edgemont Channel, which is located northwest of the Project. Edgemont Channel may be considered "Waters of the United States" (WoUS). Work that impacts WoUS may require a permit from United States Army Corps of Engineers (USACE) and the Regional Water Quality Control Board (RWQCB) in order to comply with Section 404/401 of the Clean Water Act (CWA). The discussion in the IS/MND should be updated to discuss the Project's potential to impact WoUS, and the need for permits from the USACE and RWQCB prior to adoption of this IS/MND.
2. Edgemont Channel may also be considered jurisdictional streambed to the California Department of Fish and Wildlife (CDFW). Impacts to CDFW jurisdictional streambed require a notification for Lake or Streambed Alteration to be submitted to CDFW. The IS/MND should be updated with a discussion on impacts to potentially jurisdictional streambed, and the need for a Streambed Alteration prior to adoption of this IS/MND.

Please be advised that any work involving District right-of-way, easement or facilities will require an

encroachment permit from the District and the need for permits from CDFW, USACE and RWQCB will need to be addressed prior to issuance of the encroachment permit. To obtain further information on the encroachment permit application and issuance process, please contact Devraj Oza of the Encroachment Permit Section at 951.955.1266.

Thank you for the opportunity to review the MND. If you have any questions or need additional information regarding the comments on this letter, please contact Heath Sawyer at 951.955.3134 or hsawyer@rivco.org or me at 951.955.1526.

Thank you,



Kevin Cunningham | Environmental Project Manager
 Environmental Regulatory Services II
 Riverside County Flood Control & Water Conservation District
 1995 Market Street, Riverside, CA 92501
 O: 951.955.1200 | D: 951.955.1526 | F: 951.788.9965
 Office hours: Tu-Th, 7:45 AM – 6:30 PM; Fri, 7:45 AM – 5:30PM

The District is hiring [Associate](#) and [Senior](#) Flood Control Planners!

[Click here](#) to learn more about current career opportunities, or join our interest list to be among the first to learn about upcoming opportunities.

From: Julia Descoteaux <juliad@moval.org>

Sent: Thursday, February 23, 2023 5:21 PM

To: Sawyer, Heath <HSawyer@Rivco.org>

Cc: Cunningham, Kevin <kcunning@RIVCO.ORG>

Subject: RE: Biological and Jurisdictional Reports for Plot Plans (PEN21-0325, PEN21-0326), Tentative Parcel Map 38325 (PEN21-0327)

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

Good afternoon Heath,

Attached please find the requested document. I have included the link below if you should need any additional documents.

Best regards,
 Julia

<https://moval.gov/cdd/documents/about-projects.html>

Julia Descoteaux
 Senior Planner
 Community Development
 City of Moreno Valley

p: 951.413.3209 | e: juliad@moval.org w: www.moval.org
 14177 Frederick St., Moreno Valley, CA, 92553



From: Sawyer, Heath <HSawyer@Rivco.org>
Sent: Thursday, February 23, 2023 5:16 PM
To: Julia Descoteaux <juliad@moval.org>
Cc: Cunningham, Kevin <kcunning@RIVCO.ORG>
Subject: Biological and Jurisdictional Reports for Plot Plans (PEN21-0325, PEN21-0326), Tentative Parcel Map 38325 (PEN21-0327)

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Julia Descoteaux,

My name is Heath Sawyer. I work for the Riverside County Flood control, Regulatory Division. I am reviewing the Mitigated Negative Declaration (MND) for the Cottonwood & Edgemont Project. I would like to review the Biological Resources Assessment (Technical Appendix B) and project associated Jurisdictional Report for the Cottonwood & Edgemont Project. Can you please provide the location where I may review these materials.

Thank you for your time.

Heath

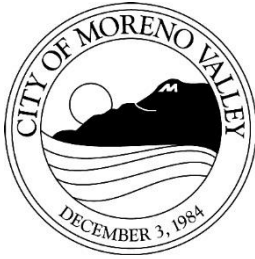


Heath Sawyer | Assistant Flood Control Planner
 Environmental Regulatory Services II
 Riverside County Flood Control & Water Conservation District
 1995 Market Street, Riverside, CA 92501
 Office hours: Tu-Fri, 7:00 AM – 5:30 PM
 951.955.3134
hsawyer@rivco.org

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[County of Riverside California](#)



PLANNING COMMISSION

STAFF REPORT

Meeting Date: March 9, 2023

TENTATIVE PARCEL MAP 38395 PEN22-0051, PLOT PLAN PEN22-0052, PLOT PLAN PEN22-0054 FOR THE DEVELOPMENT OF TWO LIGHT INDUSTRIAL BUILDINGS

Case: Tentative Parcel Map No. 38395 (PEN22-0051)
Plot Plan (PEN22-0052)
Plot Plan (PEN22-0054)

Applicant: Patriot Partners, Inc.

Property Owner: Olinger Riverside LTD Partnership

Representative: Kevin Rice, Patriot Partners, Inc.

Project Site: Southwest corner of Alessandro Boulevard and Heacock Street (APN: 297-170-090)

Case Planner: Kirt Coury, Contract Planner

Council District: 1

Proposed Project: A Tentative Parcel Map (PEN22-0051), for the subdivision of approximately 3.8 acres of land into two (2) lots, a Plot Plan (PEN22-0052), for a new 36,843 square foot light industrial building, and a Plot Plan (PEN22-0054), a new 32,526 square foot light industrial building.

CEQA: Exempt from California Environmental Quality Act (CEQA) under CEQA Guidelines as a Class 32 Exemption (Section 15332, Infill Development)

SUMMARY

Patriot Development Partners, LLC ("Applicant") submitted applicants for a Tentative Parcel Map (PEN22-0051) to subdivide approximately 3.8 acres into two parcels, a Plot

Plan (PEN22-0052) for a 36,843 square foot light industrial building and a Plot Plan (PEN22-0054) for a 32,526 square foot light industrial building located at the southwest corner of Alessandro Boulevard and Heacock Street, Assessor Parcel No. 297-170-090 (the "Project Site").

PROJECT DESCRIPTION

The Applicant has submitted a Tentative Parcel Map and two Plot Plans for the proposed development described below.

Tentative Parcel Map

The Applicant is proposing a Tentative Parcel Map 38395 to subdivide the existing property into two separate parcels for Building 1 and Building 2. Staff has reviewed the proposed Tentative Parcel Map and confirmed that the proposed lots comply with the City's development standards and Subdivision Map Act.

Plot Plans

The Applicant is proposing the construction of two light industrial buildings approximately 36,843 square feet and 32,526 square feet in size, respectively ("Proposed Project"), with associated parking, landscape improvements, and off-site public improvements.

The current proposal anticipates both buildings will be constructed in conjunction with each other. However, should one building be delayed, all on-site and off-site improvements shall be constructed with the first building, prior to issuing a certificate of occupancy. Conditions have been included to address the improvements and the maintenance of any unimproved parcel should this situation arise.

Site/Surrounding Area

The approximately 3.8-acre site is located at the southwest corner of Alessandro Boulevard and Heacock Street within the Business Park-Mixed Use (BPX) District and Mixed Use Neighborhood Overlay District.

The surrounding area includes existing commercial centers within the Corridor Mixed Use (COMU) District to the north and east, industrial buildings within Light Industrial (LI) District to the south, and vacant and unimproved land within the Business Park (BP) District to the west.

Access/Parking

Access to the Project Site will be from two new driveways on Alessandro Boulevard. Both driveways will be limited to right-in and right-out only and are designed to accommodate truck traffic. On-site parking for both automobiles and trucks meet the Municipal Code requirements.

Design/Landscaping

The proposed light industrial type buildings incorporate a contemporary architectural design. Exterior painted murals are featured at the center of the buildings to provide a focal point, as well as textured concrete sections, glass, and wood slats elements. Black aluminum awnings and blue reflective glass identify the office portions of the buildings. A few of these elements are included on the side elevations for the continuity of the buildings. The colors of off-white, taupe, and grey provide the background for buildings and the mural elements. Black metal window treatments, which include flat awnings above the painted windows and elongated blue reflective glass at intervals, break up the massing of the buildings.

Landscaping is provided along the Proposed Project frontage and perimeter in addition to the required front set back and right-of-way landscaping, including plant, ground covers, street trees, and on-site trees.

REVIEW PROCESS

All appropriate outside agencies have considered the Proposed Project part of the standard review process. The Proposed Project was reviewed by the Project Review Staff Committee as required by the Municipal Code. Following subsequent revisions and reviews by staff, the Proposed Project was determined to be complete.

ENVIRONMENTAL

The Proposed Project has been evaluated in compliance with the criteria set forth in the California Environmental Quality Act (CEQA). As designed and conditioned, the Proposed Project is exempt from the provisions of the California Environmental Quality Act (CEQA) under CEQA Guidelines 15332 for In-Fill Development. The in-fill development exemption is applicable to this project as it is: 1) consistent with the applicable General Plan designation and policies and all applicable zoning designation and regulations and applicable policies; 2) occurs on a site that is less than five acres in size substantially surrounded by urban uses; 3) the site has no value, as habitat for rare, threatened or endangered species; 4) the Proposed Project will not result in any significant effects related to traffic, noise, air quality, or water quality; and 5) the site can be adequately served by all required utilities and public services.

NOTIFICATION

Public notice was sent to all property owners of record within 600 feet of the project. Notice was provided pursuant to Government Code 65905. The public hearing notice for this project was also posted on the Project Site and published in the local Press Enterprise newspaper.

REVIEW AGENCY COMMENTS

Staff has coordinated with outside trustee and responsible agencies where applicable, as is the standard review process with these types of development applications.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission **ADOPT** Resolution No. 2023-06, attached hereto, and thereby:

- A. FINDING** the Proposed Project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA), as a Class 32 Exemption, under CEQA Guidelines Section 15332, In-Fill Development Projects; and
- B. APPROVING** Tentative Parcel Map PEN22-0051, Plot Plan PEN22-0052, and Plot Plan PEN22-0054 based on the Recitals, Evidence contained in the Administrative Records and Findings as set forth in Resolution No. 2023-06.

Prepared by:
Kirt Coury
Contract Planner

Approved by:
Sean P Kelleher
Planning Division Manager

ATTACHMENTS

To view large attachments, please click your “bookmarks”  on the left hand side of this document for the necessary attachment.

1. Resolution No. 2023-06
2. Project Plans
3. Zoning Map

RESOLUTION NUMBER 2023-06

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MORENO VALLEY, CALIFORNIA, APPROVING TENTATIVE PARCEL MAP 38395 (PEN22-0051) AND TWO PLOT PLANS (PEN22-0052 and PEN22-0054) FOR TWO LIGHT INDUSTRIAL BUILDINGS LOCATED AT THE SOUTHWEST CORNER OF ALESSANDRO BOULEVARD AND HEACOCK STREET (APN 297-170-090)

WHEREAS, the City of Moreno Valley (“City”) is a general law city and a municipal corporation of the State of California; and

WHEREAS, Patriot Development Partners, LLC. (“Applicant”) has submitted an application for a Tentative Parcel Map 38395 (PEN22-0051), Master Plot Plan (PEN22-0052), and Plot Plan (PEN22-0054) to subdivide the approximately 3.8-acre site into two lots and develop two light industrial buildings and public improvements (“Proposed Project”) located at the southwest corner of Alessandro Boulevard and Heacock Street (APN 297-170-090) (“Project Site”); and

WHEREAS, the Proposed Project have been evaluated in accordance with Chapter 9.14 (Land Divisions) and Section 9.02.070 (Plot Plan) of the Municipal Code with consideration given to the City’s General Plan, Zoning Ordinance, and other applicable laws and regulations; and

WHEREAS, Chapter 9.14 (Land Division) of the Moreno Valley Municipal Code imposes conditions of approval upon projects for which a Tentative Parcel Map 38395 (PEN22-0051) is required, which conditions may be imposed by the Planning Commission to address on-site improvements, off-site improvements, the manner in which the Project Site is used, and any other conditions as may be deemed necessary to protect the public health, safety, and welfare and ensure that the Proposed Project will be developed in accordance with the purpose and intent of Title 9 (Planning and Zoning) of the Municipal Code; and

WHEREAS, Section 9.02.070 of the Municipal Code imposes conditions of approval upon projects for which a Plot Plan is required, which conditions may be imposed by the Planning Commission to address on-site improvements, off-site improvements, the manner in which the site is used, and any other conditions as may be deemed necessary to protect the public health, safety, and welfare and ensure that the Proposed Project will be developed in accordance with the purpose and intent of Title 9 (“Planning and Zoning”) of the Municipal Code; and

WHEREAS, consistent with the requirements of Chapter 9.14 (Land Divisions) of the Municipal Code, at the public hearing the Planning Commission considered Conditions of Approval to be imposed upon Tentative Parcel Map 38395 (PEN22-0051), which conditions were prepared by Planning Division staff who deemed said conditions to be necessary to protect the public health, safety, and welfare and to ensure the Proposed Project will be developed in accordance with the purpose and intent of Title 9

(Planning and Zoning) of the Municipal Code; and

WHEREAS, consistent with the requirements of Section 9.02.070 (Plot Plan) of the Municipal Code, at the public hearing the Planning Commission considered Conditions of Approval to be imposed upon Plot Plan (PEN22-0052) and (PEN22-0052) for the Plot Plans, which conditions were prepared by Planning Division staff who deemed said conditions to be necessary to protect the public health, safety, and welfare and to ensure the Proposed Project will be developed in accordance with the purpose and intent of Title 9 (“Planning and Zoning”) of the Municipal Code; and

WHEREAS, pursuant to the provisions of Section 9.02.200 (Public Hearing and Notification Procedures) of the Municipal Code and Government Code section 65905, a public hearing was scheduled for March 9, 2023, and notice thereof was duly published and posted and mailed to all property owners of record within 600 feet of the Project Site; and

WHEREAS, on March 9, 2023, the public hearing to consider the Proposed Project was duly conducted by the Planning Commission at which time all interested persons were provided with an opportunity to testify and to present evidence; and

WHEREAS, at the public hearing, the Planning Commission considered whether each of the requisite findings specified in Section 9.02.070 and 9.14 of the Municipal Code and set forth herein could be made with respect to the Proposed Project as conditioned by Conditions of Approval; and

WHEREAS, on March 9, 2023, in accordance with the provisions of the California Environmental Quality Act (CEQA¹) and CEQA Guidelines², the Planning Commission has determined that the Proposed Project is exempt from the provisions of the California Environmental Quality Act (CEQA) under CEQA Guidelines 15332 for In-Fill Development. The in-fill development exemption is applicable to this Proposed Project because it is: 1) consistent with the applicable General Plan designation and policies and all applicable zoning designation and regulations and applicable policies; 2) occurs on a site that is less than five acres in size substantially surrounded by urban uses; 3) the site has no value, as habitat for rare, threatened or endangered species; 4) the Proposed Project will not result in any significant effects related to traffic, noise, air quality, or water quality; and 5) the site can be adequately served by all required utilities and public services.

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

Section 1. Recitals and Exhibits

¹ Public Resources Code §§ 21000-21177

² 14 California Code of Regulations §§15000-15387

That the foregoing Recitals and attached Exhibits are true and correct and are hereby incorporated by this reference.

Section 2. Notice

That pursuant to Government Code section 66020(d)(1), notice is hereby given that the Proposed Project is subject to certain fees, dedications, reservations, and other exactions as provided herein, in the staff report and conditions of approval (collectively, "Conditions"); and these Conditions constitute written notice of a statement of the amount of such fees, and a description of the dedications, reservations, and other exactions. You are hereby further notified that the ninety-day approval period in which you may protest these fees, dedications, reservations, and other exactions, pursuant to Government Code Section 66020(a), has begun.

Section 3. Evidence

That the Planning Commission has considered all of the evidence submitted into the administrative record for the Proposed Project, including, but not limited to, the following:

- (a) Moreno Valley General Plan and all other relevant provisions contained therein;
- (b) Title 9 (Planning and Zoning) of the Moreno Valley Municipal Code, and all other relevant provisions referenced therein;
- (c) Application for the approval of Tentative Parcel Map 38395 (PEN22-0051), Master Plot Plan (PEN22-0052) and Plot Plan (PEN22-0054), including Resolution No. 2023-06, and all documents, records, and references contained therein;
- (d) Conditions of Approval for Tentative Parcel Map 38395 (PEN22-0051), Master Plot Plan (PEN22-0052) and Plot Plan (PEN22-0054), attached hereto as Exhibit A;
- (e) Staff Report prepared for the Planning Commission's consideration and all documents, records, and references related thereto, and Staff's presentation at the public hearing;
- (f) Testimony and/or comments from Applicant and its representatives during the public hearing; and
- (g) Testimony and/or comments from all persons that were provided in written format or correspondence, at, or prior to, the public hearing.

Section 4. Findings

That based on the foregoing Recitals and the Evidence contained in the Administrative Record as set forth above, the Planning Commission makes the following findings in approving the Proposed Project (Tentative Parcel Map 38395 (PEN22-0051), Master Plot Plan (PEN22-0052) and Plot Plan (PEN22-0054):

- (a) That the proposed land division is consistent with the General Plan;

- (b) That the design or improvement of the proposed land division is consistent with applicable general and specific plans;
- (c) That the site of the proposed land division is physically suitable for the type of development;
- (d) That the site of the proposed land division is physically suitable for the proposed density of the development;
- (e) That the design of the proposed land division or the proposed improvements are not likely to cause substantial environmental damage or substantially and unavoidably injure fish or wildlife or their habitat,
- (f) That the design of the proposed land division or the type of improvements are not likely to cause serious public health problems;
- (g) That the design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision;
- (h) That the proposed land division is not subject to the Williamson Act pursuant to the California Land Conservation Act of 1965;
- (i) That the proposed land division and the associated design and improvements are consistent with applicable ordinances of the city;
- (j) That the design of the land division provides, to the extent feasible, for future passive or natural heating and cooling opportunities in the subdivision;
- (k) That the effect of the proposed land division on the housing needs of the region was considered and balanced against the public service needs of the residents of Moreno Valley and available fiscal and environmental resources;
- (l) The proposed project is consistent with the goals, objectives, policies, and programs of the general plan;
- (m) The proposed project complies with all applicable zoning and other regulations;
- (n) The proposed project will not be detrimental to the public health, safety, or welfare or materially injurious to properties or improvements in the vicinity; and
- (o) The location, design, and operation of the proposed project will be compatible with existing and planned land uses in the vicinity.

Section 5. Determination of Categorical Exemption

That the Planning Commission hereby determines that the Proposed Project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA) under CEQA Guidelines Section 15332 (In-Fill Developments).

Section 6. Approval

That based on the foregoing Recitals, Evidence contained in the Administrative Record, and Findings set forth above, the Planning Commission hereby approves the Proposed Tentative Parcel Map 38395 (PEN22-0051), Master Plot Plan (PEN22-0052) and Plot Plan (PEN22-0054) subject to the Conditions of Approval for Tentative Parcel Map 38395 (PEN22-0051), Master Plot Plan (PEN22-0052) and Plot Plan (PEN22-0054)

and attached hereto as Exhibit A, Exhibit B, and Exhibit C respectively.

Section 7. Repeal of Conflicting Provisions

That all the provisions as heretofore adopted by the Planning Commission that are in conflict with the provisions of this Resolution are hereby repealed.

Section 8. Severability

That the Planning Commission declares that, should any provision, section, paragraph, sentence, or word of this Resolution be rendered or declared invalid by any final court action in a court of competent jurisdiction or by reason of any preemptive legislation, the remaining provisions, sections, paragraphs, sentences or words of this Resolution as hereby adopted shall remain in full force and effect.

Section 9. Effective Date

That this Resolution shall take effect immediately upon the date of adoption.

Section 10. Certification

That the Secretary of the Planning Commission shall certify to the passage of this Resolution.

PASSED AND ADOPTED THIS 9th day of March 2023.

CITY OF MORENO VALLEY
PLANNING COMMISSION

Alvin DeJohnette, Chairperson

ATTEST:

Sean Kelleher, Planning Manager

APPROVED AS TO FORM:

Steven B. Quintanilla, City Attorney

- Exhibits:
- Exhibit A: Conditions of Approval PEN22-0051
- Exhibit B: Conditions of Approval PEN22-0052
- Exhibit C: Conditions of Approval PEN22-0054

Attachment: Resolution No. 2023-06 [Revision 2] (6133 : Patriot Industrial Development TPM 38395 with two Industrial Buildings)

Exhibit A

Conditions of Approval PEN22-0051

CONDITIONS OF APPROVAL

Tentative Parcel Map (PEN22-0051)

Page 1

CITY OF MORENO VALLEY
 CONDITIONS OF APPROVAL
 Tentative Parcel Map (PEN22-0051)

EFFECTIVE DATE:

EXPIRATION DATE:

COMMUNITY DEVELOPMENT DEPARTMENT**Planning Division**

1. The Developer shall defend, indemnify and hold harmless the City, city council, commissions, boards, subcommittees and the City's elected and appointed officials, commissioners, board members, officers, agents, consultants and employees ("City Parties") from and against any and all liabilities, demands, claims, actions or proceedings and costs and expenses incidental thereto (including costs of defense, settlement and reasonable attorneys' fees), which any or all of them may suffer, incur, be responsible for or pay out as a result of or in connection with any challenge to the legality, validity or adequacy of any of the following items: (i) any prior or current agreements by and among the City and the Developer; (ii) the current, concurrent and subsequent permits, licenses and entitlements approved by the City; (iii) any environmental determination made by the City in connection with the Project Site and the Project; and (iv) any proceedings or other actions undertaken by the City in connection with the adoption or approval of any of the above. In the event of any administrative, legal, equitable action or other proceeding instituted by any third party (including without limitation a governmental entity or official) challenging the legality, validity or adequacy of any of the above items or any portion thereof, the Parties shall mutually cooperate with each other in defense of said action or proceeding. Notwithstanding the above, the City, at its sole option, may tender the complete defense of any third party challenge as described herein. In the event the City elects to contract with special counsel to provide for such a defense, the City shall meet and confer with the Developer regarding the selection of counsel, and the Developer shall pay all costs related to retention of such counsel by the City.

2. 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)

3. All site plans, grading plans, landscape and irrigation plans, fence/wall plans,

CONDITIONS OF APPROVAL

Tentative Parcel Map (PEN22-0051)

Page 2

lighting plans and street improvement plans shall be coordinated for consistency with this approval.

4. The site has been approved for Tentative Parcel Map 38395. A change or modification shall require separate approval.

Special Conditions

5. All site plans, grading plans, landscape and irrigation plans, and street improvement plans shall be coordinated for consistency with this approval.
6. The site shall be developed in accordance with the approved tentative map on file in the Community Development Department -Planning Division, the Municipal Code regulations, General Plan, and the conditions contained herein. (MC 9.14.020)
7. 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)
8. This tentative map shall expire three years after the approval date of this tentative map unless extended as provided by the City of Moreno Valley Municipal Code; otherwise it shall become null and void and of no effect whatsoever in the event the applicant or any successor in interest fails to properly file a final map before the date of expiration. (MC 9.02.230, 9.14.050, 080)
9. 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.)
10. 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.
11. Prior to final map recordation any required trail easements shall be provided.
12. Prior to approval of a grading plan, a detailed trail plan shall be submitted to and approved by the Planning Division. The plan shall indicate widths, maximum slopes, physical conditions, fencing, walls, and/or amenities in accordance with City standards.

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13. All undeveloped portions of the site in perpetuity shall be maintained in a manner that provides for the control of weeds, erosion and dust. (MC 9.02.030)
14. Prior to grading plan approval, wall and fence plans shall be submitted to and approved by the Planning Division subject to the City's Municipal Code including fourteen (14) foot decorative walls along the perimeter.
15. All landscaped areas in perpetuity shall be maintained in a healthy and thriving condition, free from weeds, trash and debris. (MC 9.02.030)
16. Prior to recordation of the final subdivision map, the following documents shall be submitted to and approved by the Planning Division which shall demonstrate that the project will be developed and maintained in accordance with the intent and purpose of the approval:
 - a. The document to convey title
 - b. Deed restrictions, easements, or Covenants, Conditions and Restrictions to be recorded

The approved documents shall be recorded at the same time that the subdivision map is recorded. The documents shall contain provisions for general maintenance of the site, joint access to proposed parcels, open space use restrictions, conservation easements, guest parking, feeder trails, water quality basins, lighting, landscaping and common area use items such as general building maintenance (apartments, condominiums and townhomes) tot lot/public seating areas and other recreation facilities or buildings. The approved documents shall also contain a provision, which provides that they may not be terminated and/or substantially amended without the consent of the City and the developer's successor-in-interest. (MC 9.14.090)

In addition, the following deed restrictions and disclosures shall be included within the document and grant deed of the properties:

- a. The developer and homeowners association shall promote the use of native plants and trees and drought tolerant species.
- b. All lots designated for open space and or detention basins, shall be included as an easement to, and maintained by a Homeowners Association (HOA) or other private maintenance entity. All reverse frontage landscape areas shall also be maintained by the onsite HOA. Language to this effect shall be included and reviewed within the required Covenant Conditions and Restrictions (CC&Rs) prior to the approval of the final map.
- c. Maintenance of any and all common facilities.
- d. A conservation easement for lettered lots shall be recorded on the deed of the property and shown on the final map. Said easement shall include access restrictions prohibiting motorized vehicles from these areas.

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- e. Oleander plants or trees shall be prohibited on open space lots adjacent to multi-use trails.
17. Prior to recordation of the final map, final median enhancement/landscape/irrigation plans shall be submitted to and approved by the Planning Division, and Public Works Department - Special Districts Division for review and approval by each division. (GP - Circulation Master Plan)
 18. Prior to the issuance of grading permits, final erosion control landscape and irrigation plans for all cut or fill slopes over 3 feet in height shall be submitted to and approved by the Planning Division. The plans shall be designed in accordance with the slope erosion plan as required by the City Engineer. Man-made slopes greater than 10 feet in height shall be "land formed" to conform to the natural terrain and shall be landscaped and stabilized to minimize visual scarring. (GP Objective 1.5, MC 9.08.080, DG)

Prior to Building Permit

19. Prior to the issuance of building permits, the developer shall provide documentation that contact was made to the U.S. Postal Service to determine the appropriate type and location of mailboxes.
20. If potential historic, archaeological, Native American cultural resources or paleontological 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 (36CFR61)) shall be consulted by the applicant to evaluate the find, and as appropriate recommend alternative measures to avoid, minimize or mitigate negative effects on the historic, prehistoric, or paleontological 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 affected Native American Tribes before any further work commences in the affected area.

If human remains are discovered during grading and other construction excavation, no further disturbance shall occur 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 5-days 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).

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21. 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)
22. Prior to the issuance of building permits, landscape and irrigation plans for areas maintained by the Homeowner's Association shall be submitted to the Planning Division. All landscape plans shall be approved by the Planning Division prior to the release of any building permits for the site. The plans shall be prepared in accordance with the City's Landscape Development Guidelines. Landscaping is required for the sides and or slopes of all water quality basin and drainage areas, while a hydroseed mix with irrigation is acceptable for the bottom of the basin areas. All detention basins shall include trees, shrubs and groundcover up to the concreted portion of the basin. A solid decorative wall with pilasters, tubular steel fence with pilasters or other fence or wall approved by the Planning Official is required to secure all water quality and detention basins.
23. Prior to issuance of grading permits, the developer shall pay the applicable Stephens' Kangaroo Rat (SKR) Habitat Conservation Plan mitigation fee. (Ord)

Prior to Building Final or Occupancy

24. 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).

FIRE DEPARTMENTFire Prevention Bureau

25. 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[!])
26. 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.

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27. Prior to issuance of Certificate of Occupancy or Building Final, the applicant/developer shall install a fire alarm system monitored by an approved Underwriters Laboratory listed central station based on a requirement for monitoring the sprinkler system, occupancy or use. Fire alarm panel shall be accessible from exterior of building in an approved location. Plans shall be submitted to the Fire Prevention Bureau for approval prior to installation. (CFC Chapter 9 and MVMC 8.36.100)
28. The Fire Code Official is authorized to enforce the fire safety during construction requirements of Chapter 33. (CFC Chapter 33 & CBC Chapter 33)
29. All Fire Department access roads or driveways shall not exceed 12 percent grade. (CFC 503.2.7 and MVMC 8.36.060[G])
30. 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)
31. The angle of approach and departure for any means of Fire Department access shall not exceed 1 ft drop in 20 ft (0.3 m drop in 6 m), and the design limitations of the fire apparatus of the Fire Department shall be subject to approval by the AHJ. (CFC 503 and MVMC 8.36.060)
32. Prior to construction, all locations where structures are to be built shall have an approved Fire Department access based on street standards approved by the Public Works Director and the Fire Prevention Bureau. (CFC 501.4)
33. 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)
34. 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)
35. Existing fire hydrants on public streets are allowed to be considered available. Existing fire hydrants on adjacent properties shall not be considered available unless fire apparatus access roads extend between properties and easements are established to prevent obstruction of such roads. (CFC 507, 501.3) a - After the local water company signs the plans, the originals shall be presented to the Fire Prevention Bureau for signatures. The required water system, including fire

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- hydrants, shall be installed, made serviceable, and be accepted by the Moreno Valley Fire Department prior to beginning construction. They shall be maintained accessible.
36. 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 than thirteen (13) feet six (6) inches. (CFC 503.2.1 and MVMC 8.36.060[E])
 37. 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])
 38. Prior to issuance of the building permit for development, independent paved access to the nearest paved road, maintained by the City shall be designed and constructed by the developer within the public right of way in accordance with City Standards. (MVMC 8.36.060, CFC 501.4)
 39. 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)
 40. Fire Department access driveways over 150 feet in length shall have a turn-around as determined by the Fire Prevention Bureau capable of accommodating fire apparatus. (CFC 503 and MVMC 8.36.060, CFC 501.4)
 41. During phased construction, dead end roadways and streets which have not been completed shall have a turn-around capable of accommodating fire apparatus. (CFC 503.1 and 503.2.5)
 42. If construction is phased, each phase shall provide an approved emergency vehicular access way for fire protection prior to any building construction. (CFC 501.4)
 43. 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)
 44. 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

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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)

45. Dead-end streets and/or fire apparatus access roads in excess of 150 feet in length shall be provided with an approved turnaround for fire apparatus.
46. 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.

FINANCIAL & MANAGEMENT SERVICES DEPARTMENT**Moreno Valley Utility**

47. This project requires the installation of electric distribution facilities. A non-exclusive easement shall be provided to Moreno Valley Utility and shall include the rights of ingress and egress for the purpose of operation, maintenance, facility repair, and meter reading.
48. This project requires the installation of electric distribution facilities. The developer shall submit a detailed engineering plan showing design, location and schematics for the utility system to be approved by the City Engineer. In accordance with Government Code Section 66462, the Developer shall execute an agreement with the City providing for the installation, construction, improvement and dedication of the utility system following recordation of final map and/or concurrent with trenching operations and other improvements so long as said agreement incorporates the approved engineering plan and provides financial security to guarantee completion and dedication of the utility system.

The Developer shall coordinate and receive approval from the City Engineer to install, construct, improve, and dedicate to the City all utility infrastructure including but not limited to, conduit, equipment, vaults, ducts, wires, switches, conductors, transformers, and “bring-up” facilities including electrical capacity to serve the identified development and other adjoining, abutting, or benefiting projects as determined by Moreno Valley Utility – collectively referred to as “utility system”, to

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and through the development, along with any appurtenant real property easements, as determined by the City Engineer necessary for the distribution and/or delivery of any and all “utility services” to and within the project. For purposes of this condition, “utility services” shall mean electric, cable television, telecommunication (including video, voice, and data) and other similar services designated by the City Engineer. “Utility services” shall not include sewer, water, and natural gas services, which are addressed by other conditions of approval.

The City, or the City’s designee, shall utilize dedicated utility facilities to ensure safe, reliable, sustainable and cost effective delivery of utility services and maintain the integrity of streets and other public infrastructure. Developer shall, at developer's sole expense, install or cause the installation of such interconnection facilities as may be necessary to connect the electrical distribution infrastructure within the project to the Moreno Valley Utility owned and controlled electric distribution system.

49. Existing Moreno Valley Utility electrical infrastructure shall be preserved in place. The developer will be responsible, at developer’s expense, for any and all costs associated with the relocation of any of Moreno Valley Utility’s underground electrical distribution facilities, as determined by Moreno Valley Utility, which may be in conflict with any developer planned construction on the project site.
50. This project is subject to a Reimbursement Agreement. The Developer is responsible for a proportionate share of costs associated with electrical distribution infrastructure previously installed that directly benefits the project. Payment shall be required prior to issuance of building permits.
51. This project shall coordinate and receive approval from the City Engineer to install, construct, improve, and dedicate to the City fiber optic cable improvements consisting of fiber optic cable, splices and termination equipment to serve the identified development and other adjoining, abutting, or benefiting projects as determined by Moreno Valley Utility along with any appurtenant real property easements, as determined by the City Engineer to be necessary for the distribution and/or delivery of any and all “fiber optic services” to and within the project.
52. This project shall coordinate and receive approval from the City Engineer to install, construct, improve, and dedicate to Moreno Valley Utility fiber optic cable improvements consisting of conduit, and pull boxes to serve the identified development and other adjoining, abutting, or benefiting projects as determined by Moreno Valley Utility along with any appurtenant real property easements, as determined by the City Engineer to be necessary for the distribution and/or delivery of any and all “fiber optic services” to and within the project.
53. This project shall coordinate and receive approval from the City Engineer to install, construct, improve, and dedicate to Moreno Valley Utility electric streetlight

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improvements consisting of streetlight poles, mast-arms, fixtures conduit, wiring, terminations and pull boxes to serve the identified development and other adjoining, abutting, or benefiting projects as determined by the Land Development Department along with any appurtenant real property easements, as determined by the City Engineer to be necessary for the distribution and/or delivery of any and all “street light services” to and within the project.

PUBLIC WORKS DEPARTMENT**Land Development**

54. Aggregate slurry, as defined in Section 203-5 of Standard Specifications for Public Works Construction, shall be required 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.
55. 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]
56. The final approved conditions of approval (COAs) issued and any applicable Mitigation Measures by the Planning Division shall be photographically or electronically placed on mylar sheets and included in the Grading and Street Improvement plans.
57. 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

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(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.

58. 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.
59. 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]
60. 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)]
61. 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]
62. 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.
63. The proposed private storm drain system shall connect to the existing 24" Storm Drain at the south east corner of the property if there is sufficient capacity of the existing Heacock Channel to the east of the property if approved by the Riverside County Flood Control District (RCFC) . A storm drain manhole shall be placed at the right-of-way line to mark the beginning of the publicly maintained portion of this

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storm drain. An encroachment permit from RCFC is required.

64. 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. Parcel Map (recordation prior to building permit issuance);
 - b. Precise grading w/ erosion control plan prior to grading permit issuance);
 - c. Public Improvement Plans for street improvements, striping and pavement markings, utility plans, and storm water must be approved prior to the issuance of Encroachment Permits.
 - d. Final drainage study (prior to grading plan approval);
 - e. Final WQMP (prior to grading plan approval);
 - f. All easements, dedications, vacations, and lot line adjustments must be completed prior to building permit issuance.;
 - g. As-Built revision for all plans (prior to occupancy release).
65. Water quality best management practices (BMPs) designed to meet Water Quality Management Plan (WQMP) requirements for development shall not be used as a construction BMP. Water quality BMPs shall be maintained for the entire duration of the project construction and be used to treat runoff from those developed portions of the project. Water quality BMPs shall be protected from upstream construction related runoff by having proper best management practices in place and maintained. Water quality BMPs shall be graded per the approved design plans and once landscaping and irrigation has been installed, it and its maintenance shall be turned over to an established Property Owner's Association (POA).

Prior to Grading Plan Approval

66. 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.
67. Resolution of all drainage issues shall be as approved by the City Engineer.
68. 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

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study shall be submitted to the Land Development Division.

69. Emergency overflow areas shall be shown at all applicable drainage improvement locations in the event that the drainage improvement fails or exceeds full capacity. This may include, but not be limited to, bio-swales, retention basins, and open space/green space..
70. A final project-specific Water Quality Management Plan (WQMP) shall be submitted for review and approved by the City Engineer, which:
- a. Addresses Site Design Best Management Practices (BMPs) such as minimizing impervious areas, maximizing permeability, minimizes directly connected impervious areas to the City's street and storm drain systems, and conserves natural areas;
 - b. Incorporates Source Control BMPs and provides a detailed description of their implementation;
 - c. Describes the long-term operation and maintenance requirements for BMPs requiring maintenance; and
 - d. Describes the mechanism for funding the long-term operation and maintenance of the BMPs.

A copy of the final WQMP template can be obtained on the City's Website or by contacting the Land Development Division. A digital (pdf) copy of the approved final project-specific Water Quality Management Plan (WQMP) shall be submitted to the Land Development Division.

71. The final project-specific Water Quality Management Plan (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 infiltration and bioretention bmps. 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 (HCO) in Section F of the F-WQMP. Mitigation requirements proposed by the developer will require approval by the Land Development Division prior to implementation.
 - 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.

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- 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 (1 for trash and 1 for recyclables). The architecture shall be approved by the Planning Division and any structural approvals shall be made by the Building and Safety Division.
72. 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.
73. 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.
74. 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.
75. 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.
76. Any proposed trash enclosure shall include a solid cover (roof) and sufficient size for

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dual bin (one for trash and one for recyclables). The architecture shall be approved by the Planning Division and any structural approvals shall be made by the Building & Safety Division.

77. 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.
78. 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.

Prior to Grading Permit

79. 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)]
80. 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]
81. Security, in the form of a cash deposit (preferable), bond 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)]
82. Security, in the form of a cash deposit (preferable), bond or letter of credit shall be submitted as a guarantee of the completion of the grading operations for the project. [MC 8.21.070]

Prior to Map Approval

83. A copy of the Covenants, Conditions and Restrictions (CC&R's) shall be submitted for review and approved by the City Engineer. The CC&R's shall include, but not be limited to, access easements, reciprocal access, private and/or public utility easements as may be relevant to the project. In addition, for single-family residential development, bylaws and articles of incorporation shall also be included

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- as part of the maintenance agreement for any water quality BMPs.
84. After recordation, a digital (pdf) copy of the recorded map shall be submitted to the Land Development Division.
 85. Resolution of all drainage issues shall be as approved by the City Engineer.
 86. Maps (prepared by a registered civil engineer and/or licensed surveyor) shall be submitted for review and approved by the City Engineer per the current submittal requirements.
 87. 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. Establish a Property Owners Association (POA) to finance the maintenance of the "Water Quality BMPs". Any lots which are identified as "Water Quality BMPs" shall be owned in fee by the POA.
 88. The developer shall guarantee the completion of all related improvements required for this project by executing a Public Improvement Agreement (PIA) with the City and posting the required security. [MC 9.14.220]
 89. All public improvement plans required for this project shall be approved by the City Engineer in order to execute the Public Improvement Agreement (PIA).
 90. All street dedications shall be free of all 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.

Prior to Improvement Plan Approval

91. 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.
92. The developer shall submit clearances from all applicable agencies, and pay all applicable plan check fees.
93. The street improvement plans shall comply with current City policies, plans and applicable City standards (i.e. MVSI-160 series, etc.) throughout this project.
94. 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

CONDITIONS OF APPROVAL

Tentative Parcel Map (PEN22-0051)

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be provided.

95. 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]
96. 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.
97. Any missing or deficient existing improvements along the project frontage within the Public Right-of-Way 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.
98. 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 may be allowed for emergency repairs or as specifically approved in writing by the City Engineer. Special requirements shall be imposed for repaving, limits to be determined by the City Engineer.
99. 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.
100. Prior to improvement plan approval, pavement core samples of existing pavement shall 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 2 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.

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Prior to Encroachment Permit

101. 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 may be allowed for emergency repairs or as specifically approved in writing by the City Engineer. Special requirements shall be imposed for repaving, limits to be determined by the City Engineer.
102. Any work performed within public right-of-way requires an encroachment permit.

Prior to Building Permit

103. 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.
104. For all subdivision projects, the map shall be recorded. [MC 9.14.190]
105. 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.
106. 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.
107. 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

108. 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

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- requirements.
109. The final/precise grade certification shall be submitted for review and approved by the City Engineer.
 110. 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, signing, striping, trail, landscaping and irrigation, medians, and traffic control devices as appropriate.
 - b. Storm drain facilities including, but not limited to: storm drain pipe.
 - c. City-owned utilities.
 - d. Sewer and water systems including, but not limited to: sanitary sewer, potable water and recycled water.
 - e. Under grounding of all existing and proposed utilities adjacent to and on-site. [MC 9.14.130]
 111. For commercial, industrial, residential and multi-family projects, a "Stormwater Treatment Device and Control Measure Access and Maintenance Covenant", "Maintenance Agreement for Water Quality Improvements located in the public right-of-way" and a "Declaration of Restrictive Covenants (encroachment on City easement)" 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 covenants and agreements can be obtained by contacting the Land Development Division.
 112. 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.
 113. 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

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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.

114. Alessandro Boulevard (110' CC / 134' R/W: Divided Major Arterial, City Standard No. MVS1-101A-1) shall be constructed to achieve a half-width of 55', full median, plus an additional 14' of pavement, along the entire project's north frontage. Improvements shall consist of, but not be limited to, pavement, base, curb, gutter, sidewalk, driveway approaches, drainage structures, any necessary offsite improvement transition /joins to existing, street lights, pedestrian ramps, trail, undergrounding of overhead utilities less than 115kV, and dry and wet utilities.

Special Districts Division

115. Street Light Coordination/Advanced Energy Fees. Prior to the issuance of the 1st Building Permit for this project, the Developer shall pay New Street Light Installation Fees for all street lights required to be installed for this development. Payment will be collected by the Land Development Division. Fees are based on the street light administration/coordination and advanced energy fees as set forth in the City Fees, Charges, and Rates as adopted by City Council and effective at the time of payment. Any change in the project which increases the number of street lights to be installed requires payment of the fees at the then current fee. Questions may be directed to the Special Districts Administration at 951.413.3470 or SDAdmin@moval.org.
116. Approved Landscape Plans. If public landscaping is required, for those areas to be maintained by the City and prior to the issuance of the 1st Building Permit, Planning, Landscape Services and Transportation Engineering staff, at a minimum, shall review and approve the final median, parkway, slope, traffic circle and/or open space landscape/irrigation plans as designated on the tentative map or in these Conditions of Approval.
117. Major Infrastructure SFD Major Infrastructure Financing District. Prior to applying for the 1st Building Permit, the qualified elector (e.g. property owner) must initiate the process (i.e. pay the annexation fee or use the alternative identified at the time of the special financing district formation) to provide an ongoing funding source for the construction and maintenance of major infrastructure improvements, which may include but is not limited to thoroughfares, bridges, and certain flood control improvements. This condition will be applicable provided said district is under development at the time this project applies for the 1st Building Permit. This condition must be fully satisfied prior to issuance of the 1st Certificate of

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Occupancy. This condition will be satisfied with the successful annexation/formation (i.e. special election process) into a special financing district and payment of all costs associated with the special election process. Annexation into a special financing district requires an annual payment of the annual special tax, assessment, or fee levied against the property tax bill, or other lawful means, of the parcels of the project for such district. At the time of the public hearing to consider annexation into or formation of the district, the qualified elector(s) will not protest the annexation or formation, but will retain the right to object to any eventual tax/assessment/fee that is not equitable should the financial burden of the tax/assessment/fee not be reasonably proportionate to the benefit the affected property receives from the improvements to be installed and/or maintained or services provided. The special election requires a minimum 90-day process in compliance with the provisions of Article 13C of the California Constitution, Proposition 218, or other applicable legislation, and consistent with the scheduling for City Council meetings. An alternative to satisfying this condition will be identified at such time as a special financing district has been established. At the time of development, the developer must contact Special Districts Administration at 951.413.3470 or at SDAdmin@moval.org to determine if this condition is applicable.

118. Maintenance Services Funding. Prior to applying for the 1st Building Permit, the qualified elector (e.g. property owner) must initiate the process (i.e. pay the annexation fee or use the alternative identified at the time of the special financing district formation) to provide an ongoing funding source for the operation and maintenance of public improvements and/or services associated with impacts of the development. This condition will only be applicable provided said district is under development at the time this project applies for the 1st Building Permit.

This condition must be fully satisfied prior to issuance of the 1st Certificate of Occupancy. This condition will be satisfied with the successful annexation/formation (i.e. special election process) into a special financing district and payment of all costs associated with the special election process. Annexation into a special financing district requires an annual payment of the annual special tax, assessment, or fee levied against the property tax bill, or other lawful means, of the parcels of the project for such district. At the time of the public hearing to consider annexation into or formation of the district, the qualified elector(s) will not protest the annexation or formation, but will retain the right to object to any eventual tax/assessment/fee that is not equitable should the financial burden of the tax/assessment/fee not be reasonably proportionate to the benefit the affected property receives from the improvements to be installed and/or maintained or services provided. The special election requires a minimum 90-day process in compliance with the provisions of Article 13C of the California Constitution, Proposition 218, or other applicable legislation, and consistent with the scheduling for City Council meetings.

An alternative to satisfying this funding source will be identified at such time as a

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special financing district has been established. At the time of development, the developer must contact Special Districts Administration at 951.413.3470 or at SDAdmin@moval.org to determine if this condition is applicable.

119. Public Safety Funding. Prior to applying for the 1st Building Permit, the qualified elector (e.g. property owner) must initiate the process (i.e. pay the annexation fee or use the alternative identified at the time of the special financing district formation) to provide an ongoing funding source for Public Safety services, which may include but is not limited to Police, Fire Protection, Paramedic Services, Park Rangers, and Animal Control services. This condition will only be applicable provided said district is under development at the time this project applies for the 1st Building Permit.

This condition must be fully satisfied prior to issuance of the 1st Certificate of Occupancy. This condition will be satisfied with the successful annexation/formation (i.e. special election process) into a special financing district and payment of all costs associated with the special election process. Annexation into a special financing district requires an annual payment of the annual special tax, assessment, or fee levied against the property tax bill, or other lawful means, of the parcels of the project for such district. At the time of the public hearing to consider annexation into or formation of the district, the qualified elector(s) will not protest the annexation or formation, but will retain the right to object to any eventual tax/assessment/fee that is not equitable should the financial burden of the tax/assessment/fee not be reasonably proportionate to the benefit the affected property receives from the improvements to be installed and/or maintained or services provided. The special election requires a minimum 90-day process in compliance with the provisions of Article 13C of the California Constitution, Proposition 218, or other applicable legislation, and consistent with the scheduling for City Council meetings.

An alternative to satisfying this condition will be identified at such time as a special financing district has been established. At the time of development, the developer must contact Special Districts Administration at 951.413.3470 or at SDAdmin@moval.org to determine if this condition is applicable.

120. Right of Way Water Quality BMP Maintenance. The ongoing maintenance of any water quality BMP (e.g. Bioswale) constructed in the public right of way shall be the responsibility of a property owner association or the property owner.
121. Maintenance Period. If public landscaping is required, the Developer, or the Developer's successors or assignees shall be responsible for all parkway, traffic circle, open space and/or median landscape maintenance and utility costs, etc. for a period no less than one (1) year commencing from the time all items of work have been completed to the satisfaction of Landscape Services staff as per the City of Moreno Valley Public Works Department Landscape Design Guidelines, or until such time as the City accepts maintenance responsibilities.

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122. Current Standards. The existing parkway/median along the frontage of the project shall be brought to current City Standards. Improvements may include but are not limited to: plant material, irrigation, and hardscape.
123. Landscape Inspection Fees. If public landscaping is required, inspection fees for the monitoring of landscape installation associated with the City of Moreno Valley maintained landscaping are due prior to the required pre-construction meeting. (MC 3.32.040)
124. Maintenance Responsibility. The ongoing maintenance of any landscaping required to be installed behind the curb shall be the responsibility of the property owner.
125. Irrigation Modifications. Modification of existing irrigation systems for parkway improvements may be required per the direction of, approval by and coordination with Landscape Services. Please contact Landscape Services at 951.413.3480 or SDLandscape@moval.org to coordinate the modifications.
126. Landscape Plan Check Fees. If public landscaping is required, plan check fees for review of parkway/median, open space, and/or traffic circle 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)
127. Damage. 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.
128. CFD 2014-01. Prior to City Council action authorizing recordation of the final map, the qualified elector (e.g. property owner) must initiate the process (i.e. pay the annexation fee, form an association to fund the services or fund an endowment) to provide an ongoing funding source for a) Street Lighting Services for capital improvements, energy charges, and maintenance and/or b) if public landscaping is required, landscape Maintenance Services for public parkway, traffic circle, open space, and/or median landscaping on Alessandro Boulevard.

This condition must be fully satisfied prior to issuance of the 1st Building Permit. This condition will be satisfied with the successful annexation/formation (i.e. special election process) into a special financing district and payment of all costs associated with the special election process. Annexation into a special financing district requires an annual payment of the annual special tax, assessment, or fee levied against the property tax bill, or other lawful means, of the parcels of the project for such district. At the time of the public hearing to consider annexation into or formation of the district, the qualified elector(s) will not protest the annexation or formation, but will retain the right to object to any eventual tax/assessment/fee that is

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not equitable should the financial burden of the tax/assessment/fee not be reasonably proportionate to the benefit the affected property receives from the improvements to be installed and/or maintained or services provided. The special election requires a minimum 90-day process in compliance with the provisions of Article 13C of the California Constitution, Proposition 218, or other applicable legislation, and consistent with the scheduling for City Council meetings.

Alternatively, the condition can be satisfied by the Developer forming a property owner association that will be responsible for the improvements and any and all operation and maintenance costs for the improvements or by funding an endowment in an amount sufficient to yield an annual revenue stream that meets the annual obligation, as calculated by Special Districts Admin staff. The Developer must contact Special Districts Administration at 951.413.3470 or at SDAdmin@moval.org to satisfy this condition.

129. Park Maintenance Funding. Prior to City Council action authorizing the recordation of the map, the qualified elector (e.g. property owner) must initiate the process (i.e. pay the annexation fee or fund an endowment) to provide an ongoing funding source for the continued maintenance, enhancement, and/or retrofit of parks, open spaces, linear parks, and/or trails systems.

This condition must be fully satisfied prior to issuance of the 1st Building Permit. This condition will be satisfied with the successful annexation/formation (i.e. special election process) into a special financing district and payment of all costs associated with the special election process. Annexation into a special financing district requires an annual payment of the annual special tax, assessment, or fee levied against the property tax bill, or other lawful means, of the parcels of the project for such district. At the time of the public hearing to consider annexation into or formation of the district, the qualified elector(s) will not protest the annexation or formation, but will retain the right to object to any eventual tax/assessment/fee that is not equitable should the financial burden of the tax/assessment/fee not be reasonably proportionate to the benefit the affected property receives from the improvements to be installed and/or maintained or services provided. The special election requires a minimum 90-day process in compliance with the provisions of Article 13C of the California Constitution, Proposition 218, or other applicable legislation, and consistent with the scheduling for City Council meetings.

Alternatively, the condition can be satisfied by the Developer funding an endowment in an amount sufficient to yield an annual revenue stream that meets the annual obligation, as calculated by Special Districts Admin staff. The Developer must contact Special Districts Administration at 951.413.3470 or at SDAdmin@moval.org to satisfy this condition.

130. If public landscaping is required, parkway, open space, traffic circle, and/or median

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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.

131. If public landscaping is required, mylars of the landscape and irrigation plans shall be submitted on hanging tab to Landscape Services.
132. CFD 4M. Prior to City Council action authorizing the recordation of the final map, the qualified elector (e.g. property owner) must initiate the process (i.e. pay the annexation fee or fund an endowment) to provide an ongoing funding source for maintenance of certain stormwater and detention basin improvements.

This condition must be fully satisfied prior to issuance of the 1st Building Permit. This condition will be satisfied with the successful annexation (i.e. special election process) into CFD 4-Maintenance and payment of all costs associated with the special election process. Annexation into CFD 4M requires an annual payment of the annual special tax levied against the property tax bill, or other lawful means, of the parcels of the project for such district. At the time of the City Council meeting to consider annexation into the district, the qualified elector(s) will not protest the annexation, but will retain the right to object to any eventual tax that is not equitable should the financial burden of the tax not be reasonably proportionate to the benefit the affected property receives from the improvements to be maintained or services provided. The special election requires a minimum 90-day process in compliance with the provisions of Article 13C of the California Constitution, Proposition 218, or other applicable legislation, and consistent with the scheduling for City Council meetings.

Alternatively, the condition can be satisfied by the Developer funding an endowment in an amount sufficient to yield an annual revenue stream that meets the annual obligation, as calculated by Special Districts Admin staff. The Developer must contact Special Districts Administration at 951.413.3470 or at SDAdmin@moval.org to satisfy this condition.

Transportation Engineering Division

133. Conditions of approval may be modified or added if a phasing plan is submitted for this development.
134. Project driveways shall conform to City of Moreno Valley Standard Plans No. MVS1-112C-0 for commercial driveway approaches. Appropriate signage shall be installed to restrict driveways to right-turn in/out only.
135. Alessandro Boulevard is designated as a 6-Lane Divided Arterial (134'RW/110'CC) per City Standard Plan No. MVS1-101A-0. Any improvements

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- undertaken by this project shall be consistent with the City's standards or as approved by the City Engineer.
136. Communication conduit along project frontage may be required per City Standard Plan No. MVS-186-0. Any improvements undertaken by this project shall be consistent with the City's standards for this facility.
 137. A Class-I multi-use trail (Juan Bautista De Anza) is planned along the project frontage on Alessandro Boulevard. The project should be designed consistent with the Master Plan for that project.
 138. During construction activity, developer is responsible for regularly scheduled street sweeping per approved street sweeping schedule.
 139. Prior to issuance of an encroachment permit, traffic control plans prepared by a qualified, registered Civil or Traffic engineer shall be required for plan approval or as required by the City Traffic Engineer.
 140. Prior to final approval of any landscaping or monument sign plans, the project plans shall demonstrate that sight distance at the project driveways conforms to City Standard Plan No. MVS-164A, B, C-0.
 141. 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 within the project area.
 142. Prior to issuance of a Certificate of Occupancy, all approved street improvements shall be installed to the satisfaction of the City Engineer.
 143. Prior to issuance of a Certificate of Occupancy, all approved signing and striping shall be installed per current City Standards.

PARKS & COMMUNITY SERVICES DEPARTMENT

144. This project is subject to current Development Impact Fees.

Standard Conditions

145. 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.

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146. 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.
147. 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.
148. Applicable plan check and inspection fees shall be paid, per the approved City fee schedule.
149. A restriction shall be placed on lots that back up to City/CSD owned or maintained parks, trails, bikeways, and landscaped areas, preventing openings or gates accessing the City/CSD owned or maintained property. This shall be documented through Covenants, Conditions, and Restrictions (CC&R's). A copy of the CC&R's with this restriction noted shall be submitted and approved by the Director of Parks and Community Services or his/her designee, prior to the recordation of the Final Map.
150. 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.

Exhibit B

Conditions of Approval PEN22-0052

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CITY OF MORENO VALLEY
 CONDITIONS OF APPROVAL
 Plot Plan (PEN22-0052)

EFFECTIVE DATE:

EXPIRATION DATE:

COMMUNITY DEVELOPMENT DEPARTMENT**Planning Division**

1. A change or modification to the land use or the approved site plans may require a separate approval. Prior to any change or modification, the property owner shall contact the City of Moreno Valley Community Development Department to determine if a separate approval is required.
2. Any expansion to this use or exterior alterations will require the submittal of a separate application(s) and shall be reviewed and approved under separate permit(s). (MC 9.02.080)
3. 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)
4. The 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. The Developer shall defend, indemnify and hold harmless the City, city council, commissions, boards, subcommittees and the City's elected and appointed officials, commissioners, board members, officers, agents, consultants and employees ("City Parties") from and against any and all liabilities, demands, claims, actions or proceedings and costs and expenses incidental thereto (including costs of defense, settlement and reasonable attorneys' fees), which any or all of them may suffer, incur, be responsible for or pay out as a result of or in connection with any challenge to the legality, validity or adequacy of any of the following items: (i) any prior or current agreements by and among the City and the Developer; (ii) the current, concurrent and subsequent permits, licenses and entitlements approved by the City; (iii) any environmental determination made by the City in connection with the Project Site and the Project; and (iv) any proceedings or other actions undertaken by the City in connection with the adoption or approval of any of the

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above. In the event of any administrative, legal, equitable action or other proceeding instituted by any third party (including without limitation a governmental entity or official) challenging the legality, validity or adequacy of any of the above items or any portion thereof, the Parties shall mutually cooperate with each other in defense of said action or proceeding. Notwithstanding the above, the City, at its sole option, may tender the complete defense of any third party challenge as described herein. In the event the City elects to contract with special counsel to provide for such a defense, the City shall meet and confer with the Developer regarding the selection of counsel, and the Developer shall pay all costs related to retention of such counsel by the City.

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 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)
8. 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)
9. 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

10. This approval shall comply with all applicable requirements of the City of Moreno Valley Municipal Code.
11. Prior to the issuance of grading permits, final erosion control landscape and irrigation plans for all cut or fill slopes over 3 feet in height shall be submitted to and approved by the Planning Division. The plans shall be designed in accordance with the slope erosion plan as required by the City Engineer. Man-made slopes greater than 10 feet in height shall be "land formed" to conform to the natural terrain and shall be landscaped and stabilized to minimize visual scarring. (GP Objective 1.5, MC 9.08.080, DG)
12. Prior to recordation of the final map, final median enhancement/landscape/irrigation

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plans shall be submitted to and approved by the Planning Division, and Public Works Department - Special Districts Division for review and approval by each division. (GP - Circulation Master Plan)

13. Prior to issuance of grading permits, the developer shall pay the applicable Stephen's' Kangaroo Rat (SKR) Habitat Conservation Plan mitigation fee.
14. Prior to the issuance of any grading permits and prior to any physical disturbance of any natural drainage course, or any wetland determined to contain riparian vegetation, the applicant shall obtain a stream bed alteration agreement or permit, or a written waiver of the requirement for such an agreement or permit, from both the California Department of Fish and Game and the U.S. Army Corps of Engineers. Written verification of such a permit or waiver shall be provided to both the Planning Division and the Public Works Department - Land Development Division. (CEQA, State and Federal codes)
15. Prior to recordation of the final subdivision map, the following documents shall be submitted to and approved by the Planning Division which shall demonstrate that the project will be developed and maintained in accordance with the intent and purpose of the approval:
 - a. The document to convey title
 - b. Deed restrictions, easements, or Covenants, Conditions and Restrictions to be recorded

The approved documents shall be recorded at the same time that the subdivision map is recorded. The documents shall contain provisions for general maintenance of the site, joint access to proposed parcels, open space use restrictions, conservation easements, guest parking, feeder trails, water quality basins, lighting, landscaping and common area use items such as general building maintenance (apartments, condominiums and townhomes) tot lot/public seating areas and other recreation facilities or buildings. The approved documents shall also contain a provision, which provides that they may not be terminated and/or substantially amended without the consent of the City and the developer's successor-in-interest. (MC 9.14.090)

In addition, the following deed restrictions and disclosures shall be included within the document and grant deed of the properties:

- a. The developer and homeowners association shall promote the use of native plants and trees and drought tolerant species.
- b. All lots designated for open space and or detention basins, shall be included as an easement to, and maintained by a Homeowners Association (HOA) or other private maintenance entity. All reverse frontage landscape areas shall also be maintained by the onsite HOA. Language to this effect shall be included and

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reviewed within the required Covenant Conditions and Restrictions (CC&Rs) prior to the approval of the final map.

c. Maintenance of any and all common facilities.

d. A conservation easement for lettered lots shall be recorded on the deed of the property and shown on the final map. Said easement shall include access restrictions prohibiting motorized vehicles from these areas.

e. Oleander plants or trees shall be prohibited on open space lots adjacent to multi-use trails.

16. The project shall be designed and constructed to meet LEED Silver Equivalent with evidence provided to the City.
17. This approval is for Building 1 (PEN22-0052), which is approximately 36,843 square feet in size. The application relates to Tentative Parcel Map 38395 to subdivide the lots into two parcels with associated on-site and off-site improvements designed per the approved plans. Any change or modification or change to Building 1 (PEN22-0052) shall require separate approval.
18. This approval includes the Tentative Parcel Map 38395 for the construction of two light industrial buildings to be completed as one project. All improvements both on-site and off-site shall be completed prior to building shell final of any one building. If the construction of one building is postponed, the parcel/pad area shall be maintained with landscaping and screening as approved by the Community Development Director.
19. Should the applicant/property owner elect to not construct one of the buildings, the building pad shall be precise graded and hydroseeded to prevent dust and erosion.
20. Prior to the start of any construction, temporary security fencing shall be erected. The fencing shall be a minimum of six (6) feet high with locking, gated access and shall remain through the duration of construction. Security shall remain in place until the project is completed or the above conditions no longer exist. (Security fencing is required if there is: construction, unsecured structures, unenclosed storage of materials and/or equipment, and/or the condition of the site constitutes a public hazard).
21. Prior to issuance of any building permits, final landscaping and irrigation plans shall be submitted for review and approved by the Planning Division. The plans shall be prepared in accordance with the City's Landscape Requirements to include a drought tolerant palette. (MVMC 9.17).

Prior to Grading Permit

22. Prior to issuance of any grading permit, all Conditions of Approval shall be printed

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on the grading plans.

23. Prior to the issuance of grading permits, decorative (e.g. colored/scored concrete or as approved 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)
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. 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.
26. Prior to approval of any grading permits, plans for any security gate system shall be submitted to and approved by the Planning Division.
27. 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]
28. 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 block walls with pilasters with a height up to fourteen (14) feet to fully screen trucks (industrial and some situations with commercial uses).
 - d. Walls and fences for visual screening are required when there are adjacent residential uses or residentially zone property. The height, placement and design

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will be based on a site specific review of the project. All walls are subject to the approval of the Planning Official. (MC 9.08.070) [select those that apply]

29. 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.
30. Prior to issuance of grading permits, the location of the trash enclosure shall be included on the plans.
31. 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. 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.
 - d. 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

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question (master plot plan).

32. 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)
33. 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)
34. 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)
35. 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)
36. Detailed, on-site, computer generated, point-by-point comparison lighting plan, including exterior building, parking lot, and landscaping lighting, shall be included in the Building Plans for review by the Planning Division. 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, shall include style, illumination, location, height and method of shielding per the City's Municipal Code requirements. After the third plan check review for lighting plans, an additional plan check fee will apply. (MC 9.08.100, 9.16.280)
37. 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

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details for each building within the elevation plans, approved by the Planning Division prior to building permit issuance.

38. 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.
39. Prior to issuance of grading permits, the developer shall pay the applicable Stephens' Kangaroo Rat (SKR) Habitat Conservation Plan mitigation fee. (Ord)
40. 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)
41. Prior to issuance of building permits, for projects that will be phased, a phasing plan shall be submitted to and approved by the Planning Division if occupancy is proposed to be phased.

Prior to Building Final or Occupancy

42. 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).
43. Prior to building final, Planning approved/stamped landscape plans shall be provided to the Community Development Department – Planning Division on a CD disk.
44. 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).

Building 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.

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46. 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.
47. Contact the Building Safety Division for permit application submittal requirements.
48. All new buildings 10,000 square feet and over, shall include building commissioning in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements (OPR). All requirements in The current California Green Building Standards Code, sections 5.410.2 - 5.410.2.6 must be met.
49. Any construction within the city shall only be as follows: Monday through Friday seven a.m. to seven p.m.(except for holidays which occur on weekdays), eight a.m. to four p.m.; weekends and holidays (as observed by the city and described in the Moreno Valley Municipal Code Chapter 2.55), unless written approval is first obtained from the Building Official or City Engineer.
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 shall be subject to the payment of required development fees as required by the City's current Fee Ordinance at the time a building 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 2019 CBC.
54. The proposed non-residential project shall comply with the current 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 current

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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)

ECONOMIC DEVELOPMENT DEPARTMENT (EDD)

57. New Moreno Valley businesses may work with the Economic Development Department to coordinate job recruitment fairs.
58. 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.
59. New Moreno Valley businesses are encouraged to hire local residents.
60. New Moreno Valley businesses are encouraged to provide a job fair flyer and/or web announcement to the City in advance of job recruitments, so that the City can assist in publicizing these events.
61. New Moreno Valley businesses may utilize the workforce recruitment services provided by the Moreno Valley Business & Employment Resource Center (“BERC”).

The BERC offers free assistance to Moreno Valley businesses recruiting and training potential employees. Complimentary services include:

- Job Announcements
- Applicant testing / pre-screening
- Interviewing
- Job Fair support
- Training space

FIRE DEPARTMENT**Fire Prevention Bureau**

62. All Fire Department access roads or driveways shall not exceed 12 percent grade. (CFC 503.2.7 and MVMC 8.36.060[G])
63. 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

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- 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)
64. The angle of approach and departure for any means of Fire Department access shall not exceed 1 ft drop in 20 ft (0.3 m drop in 6 m), and the design limitations of the fire apparatus of the Fire Department shall be subject to approval by the AHJ. (CFC 503 and MVMC 8.36.060)
 65. Prior to construction, all locations where structures are to be built shall have an approved Fire Department access based on street standards approved by the Public Works Director and the Fire Prevention Bureau. (CFC 501.4)
 66. 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)
 67. 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)
 68. 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[1])
 69. Existing fire hydrants on public streets are allowed to be considered available. Existing fire hydrants on adjacent properties shall not be considered available unless fire apparatus access roads extend between properties and easements are established to prevent obstruction of such roads. (CFC 507, 501.3) a - After the local water company signs the plans, the originals shall be presented to the Fire Prevention Bureau for signatures. 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.
 70. 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.
 71. Prior to issuance of Certificate of Occupancy or Building Final, the applicant/developer shall install a fire alarm system monitored by an approved Underwriters Laboratory listed central station based on a requirement for monitoring the sprinkler system, occupancy or use. Fire alarm panel shall be accessible from

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- exterior of building in an approved location. Plans shall be submitted to the Fire Prevention Bureau for approval prior to installation. (CFC Chapter 9 and MVMC 8.36.100)
72. The Fire Code Official is authorized to enforce the fire safety during construction requirements of Chapter 33. (CFC Chapter 33 & CBC Chapter 33)
 73. 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 than thirteen (13) feet six (6) inches. (CFC 503.2.1 and MVMC 8.36.060[E])
 74. 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])
 75. Prior to issuance of the building permit for development, independent paved access to the nearest paved road, maintained by the City shall be designed and constructed by the developer within the public right of way in accordance with City Standards. (MVMC 8.36.060, CFC 501.4)
 76. 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)
 77. 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 1/2" x 2 1/2") (CFC 507.5.1, 507.5.7, Appendix C, NFPA 24-7.2.3, MVMC 912.2.1)
 78. Fire Department access driveways over 150 feet in length shall have a turn-around as determined by the Fire Prevention Bureau capable of accommodating fire apparatus. (CFC 503 and MVMC 8.36.060, CFC 501.4)
 79. During phased construction, dead end roadways and streets which have not been completed shall have a turn-around capable of accommodating fire apparatus. (CFC 503.1 and 503.2.5)
 80. If construction is phased, each phase shall provide an approved emergency

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- vehicular access way for fire protection prior to any building construction. (CFC 501.4)
81. 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)
 82. 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)
 83. 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.
 84. Dead-end streets and/or fire apparatus access roads in excess of 150 feet in length shall be provided with an approved turnaround for fire apparatus.

FINANCIAL & MANAGEMENT SERVICES DEPARTMENT**Moreno Valley Utility**

85. This project requires the installation of electric distribution facilities. A non-exclusive easement shall be provided to Moreno Valley Utility and shall include the rights of ingress and egress for the purpose of operation, maintenance, facility repair, and meter reading.
86. This project requires the installation of electric distribution facilities. The developer shall submit a detailed engineering plan showing design, location and schematics for the utility system to be approved by the City Engineer. In accordance with Government Code Section 66462, the Developer shall execute an agreement with the City providing for the installation, construction, improvement and dedication of the utility system following recordation of final map and/or concurrent with trenching

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operations and other improvements so long as said agreement incorporates the approved engineering plan and provides financial security to guarantee completion and dedication of the utility system.

The Developer shall coordinate and receive approval from the City Engineer to install, construct, improve, and dedicate to the City all utility infrastructure including but not limited to, conduit, equipment, vaults, ducts, wires, switches, conductors, transformers, and “bring-up” facilities including electrical capacity to serve the identified development and other adjoining, abutting, or benefiting projects as determined by Moreno Valley Utility – collectively referred to as “utility system”, to and through the development, along with any appurtenant real property easements, as determined by the City Engineer necessary for the distribution and/or delivery of any and all “utility services” to and within the project. For purposes of this condition, “utility services” shall mean electric, cable television, telecommunication (including video, voice, and data) and other similar services designated by the City Engineer. “Utility services” shall not include sewer, water, and natural gas services, which are addressed by other conditions of approval.

The City, or the City’s designee, shall utilize dedicated utility facilities to ensure safe, reliable, sustainable and cost effective delivery of utility services and maintain the integrity of streets and other public infrastructure. Developer shall, at developer’s sole expense, install or cause the installation of such interconnection facilities as may be necessary to connect the electrical distribution infrastructure within the project to the Moreno Valley Utility owned and controlled electric distribution system.

87. Existing Moreno Valley Utility electrical infrastructure shall be preserved in place. The developer will be responsible, at developer’s expense, for any and all costs associated with the relocation of any of Moreno Valley Utility’s underground electrical distribution facilities, as determined by Moreno Valley Utility, which may be in conflict with any developer planned construction on the project site.
88. This project is subject to a Reimbursement Agreement. The Developer is responsible for a proportionate share of costs associated with electrical distribution infrastructure previously installed that directly benefits the project. Payment shall be required prior to issuance of building permits.
89. This project shall coordinate and receive approval from the City Engineer to install, construct, improve, and dedicate to the City fiber optic cable improvements consisting of fiber optic cable, splices and termination equipment to serve the identified development and other adjoining, abutting, or benefiting projects as determined by Moreno Valley Utility along with any appurtenant real property easements, as determined by the City Engineer to be necessary for the distribution and/or delivery of any and all “fiber optic services” to and within the project.

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90. This project shall coordinate and receive approval from the City Engineer to install, construct, improve, and dedicate to Moreno Valley Utility fiber optic cable improvements consisting of conduit, and pull boxes to serve the identified development and other adjoining, abutting, or benefiting projects as determined by Moreno Valley Utility along with any appurtenant real property easements, as determined by the City Engineer to be necessary for the distribution and/or delivery of any and all “fiber optic services” to and within the project.
91. This project shall coordinate and receive approval from the City Engineer to install, construct, improve, and dedicate to Moreno Valley Utility electric streetlight improvements consisting of streetlight poles, mast-arms, fixtures conduit, wiring, terminations and pull boxes to serve the identified development and other adjoining, abutting, or benefiting projects as determined by the Land Development Department along with any appurtenant real property easements, as determined by the City Engineer to be necessary for the distribution and/or delivery of any and all “street light services” to and within the project.

PUBLIC WORKS DEPARTMENT**Land Development**

92. Aggregate slurry, as defined in Section 203-5 of Standard Specifications for Public Works Construction, shall be required 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.
93. 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]
94. The final approved conditions of approval (COAs) issued and any applicable Mitigation Measures by the Planning Division shall be photographically or electronically placed on mylar sheets and included in the Grading and Street Improvement plans.
95. The developer shall monitor, supervise and control all construction related activities,

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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.

- 96. 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.
- 97. 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)]
- 98. 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]
- 99. 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.
- 100. The proposed private storm drain system shall connect to the existing 24" storm drain near the southeast corner of the property if there is sufficient capacity in the existing Heacock Channel to the east of the property if approved by the Riverside County Flood Control District (RCFCD). 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.

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101. 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. Precise grading w/ erosion control plan (prior to grading permit issuance);
 - b. Public Improvement Plans for street improvements, striping, pavement markings, utility plans, and storm water must be approved prior to the issuance of encroachment permits;
 - c. Final drainage study (prior to grading plan approval);
 - d. Final WQMP (prior to grading plan approval);
 - e. All easements, dedications, vacations, and lot line adjustments must be completed prior to building permit issuance;
 - f. As-Built revision for all plans (prior to Occupancy release)
102. Water quality best management practices (BMPs) designed to meet Water Quality Management Plan (WQMP) requirements for single-family residential development shall not be used as a construction BMP. Water quality BMPs shall be maintained for the entire duration of the project construction and be used to treat runoff from those developed portions of the project. Water quality BMPs shall be protected from upstream construction related runoff by having proper best management practices in place and maintained. Water quality BMPs shall be graded per the approved design plans and once landscaping and irrigation has been installed, it and its maintenance shall be turned over to an established Property Owners Association (POA). The Homeowner's Association shall enter into an agreement with the City for basin maintenance.
103. 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]

Prior to Grading Plan Approval

104. Resolution of all drainage issues shall be as approved by the City Engineer.
105. 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

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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.

106. Emergency overflow areas shall be shown at all applicable drainage improvement locations in the event that the drainage improvement fails or exceeds full capacity. This may include, but not be limited to, <DESCRIBE>.
107. A final project-specific Water Quality Management Plan (WQMP) shall be submitted for review and approved by the City Engineer, which:
- a. Addresses Site Design Best Management Practices (BMPs) such as minimizing impervious areas, maximizing permeability, minimizes directly connected impervious areas to the City's street and storm drain systems, and conserves natural areas;
 - b. Incorporates Source Control BMPs and provides a detailed description of their implementation;
 - c. Describes the long-term operation and maintenance requirements for BMPs requiring maintenance; and
 - d. Describes the mechanism for funding the long-term operation and maintenance of the BMPs.

A copy of the final WQMP template can be obtained on the City's Website or by contacting the Land Development Division. A digital (pdf) copy of the approved final project-specific Water Quality Management Plan (WQMP) shall be submitted to the Land Development Division.

108. The final project-specific Water Quality Management Plan (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 infiltration and bioretention bmps. 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. Mitigation requirements proposed by the developer will require approval by the Land Development Division prior to implementation.

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- 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 (1 for trash and 1 for recyclables). The architecture shall be approved by the Planning Division and any structural approvals shall be made by the Building and Safety Division.
109. 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.
110. 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.
111. 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.
112. 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.

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113. 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.
114. Any proposed trash enclosure shall include a solid cover (roof) and sufficient size for dual bin (one for trash and one for recyclables). The architecture shall be approved by the Planning Division and any structural approvals shall be made by the Building & Safety Division.
115. 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.

Prior to Grading Permit

116. 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)]
117. 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.
118. 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]
119. Security, in the form of a cash deposit (preferable), bond 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)]
120. Security, in the form of a cash deposit (preferable), bond or letter of credit shall be submitted as a guarantee of the completion of the grading operations for the project. [MC 8.21.070]

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Prior to Improvement Plan Approval

121. 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.
122. The developer shall submit clearances from all applicable agencies, and pay all applicable plan check fees.
123. The street improvement plans shall comply with current City policies, plans and applicable City standards (i.e. MVS1-160 series, etc.) throughout this project.
124. 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.
125. 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]
126. 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.
127. Any missing or deficient existing improvements along the project frontage within <DESCRIBE> 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.
128. 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.
129. 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)

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years old and recently slurry sealed streets less than one (1) year old. Pavement cuts may be allowed for emergency repairs or as specifically approved in writing by the City Engineer. Special requirements shall be imposed for repaving, limits to be determined by the City Engineer.

130. 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.
131. Prior to improvement plan approval, pavement core samples of existing pavement shall 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 2 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.

Prior to Encroachment Permit

132. 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 may be allowed for emergency repairs or as specifically approved in writing by the City Engineer. Special requirements shall be imposed for repaving, limits to be determined by the City Engineer.
133. Any work performed within public right-of-way requires an encroachment permit.
134. 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]

Prior to Building Permit

135. 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

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- by the setting of “blue-top” markers installed by a registered land surveyor or licensed civil engineer.
136. 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]
 137. 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.
 138. 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.
 139. 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.
 140. 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 (excluding models homes).

Prior to Occupancy

141. 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.
142. The final/precise grade certification shall be submitted for review and approved by the City Engineer.
143. 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), signing, striping, landscaping and irrigation, medians, and traffic control devices as appropriate.

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- b. Storm drain facilities including, but not limited to: storm drain pipe.
 - c. City-owned utilities.
 - d. Sewer and water systems including, but not limited to: sanitary sewer, potable water and recycled water.
 - e. Under grounding of all existing and proposed utilities adjacent to and on-site. [MC 9.14.130]

- 144. Alessandro Boulevard (110' CC / 134' R/W: Divided Major Arterial, City Standard No. MVSI-101A-1) shall be constructed to achieve a half-width of 55', full median, plus an additional 14' of pavement, along the entire project's north frontage. Improvements shall consist of, but not be limited to, pavement, base, curb, gutter, sidewalk, driveway approaches, drainage structures, any necessary offsite improvement transition /joins to existing, street lights, pedestrian ramps, trail, undergrounding of overhead utilities less than 115kV, and dry and wet utilities.

- 145. For commercial, industrial and multi-family projects, a "Stormwater Treatment Device and Control Measure Access and Maintenance Covenant", "Maintenance Agreement for Water Quality Improvements located in the public right-of-way" and a "Declaration of Restrictive Covenants (encroachment on City easement)" 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 covenants and agreements can be obtained by contacting the Land Development Division.

- 146. 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.

- 147. 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

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civil drawing if necessary.

f. Obtain approval and complete installation of the irrigation and landscaping.

Special Districts Division

148. Right of Way Water Quality BMP Maintenance. The ongoing maintenance of any water quality BMP (e.g. Bioswale) constructed in the public right of way shall be the responsibility of a property owner association or the property owner.
149. Maintenance Period. If public landscaping is required, the Developer, or the Developer's successors or assignees shall be responsible for all parkway, traffic circle, open space and/or median landscape maintenance and utility costs, etc. for a period no less than one (1) year commencing from the time all items of work have been completed to the satisfaction of Landscape Services staff as per the City of Moreno Valley Public Works Department Landscape Design Guidelines, or until such time as the City accepts maintenance responsibilities.
150. Current Standards. The existing parkway/median along the frontage of the project shall be brought to current City Standards. Improvements may include but are not limited to: plant material, irrigation, and hardscape.
151. Landscape Inspection Fees. If public landscaping is required, inspection fees for the monitoring of landscape installation associated with the City of Moreno Valley maintained landscaping are due prior to the required pre-construction meeting. (MC 3.32.040)
152. Maintenance Responsibility. The ongoing maintenance of any landscaping required to be installed behind the curb shall be the responsibility of the property owner.
153. Irrigation Modifications. Modification of existing irrigation systems for parkway improvements may be required per the direction of, approval by and coordination with Landscape Services. Please contact Landscape Services at 951.413.3480 or SDLandscape@moval.org to coordinate the modifications.
154. Landscape Plan Check Fees. If public landscaping is required, plan check fees for review of parkway/median, open space, and/or traffic circle 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)
155. Damage. 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.

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156. Street Light Coordination/Advanced Energy Fees. Prior to the issuance of the 1st Building Permit for this project, the Developer shall pay New Street Light Installation Fees for all street lights required to be installed for this development. Payment will be collected by the Land Development Division. Fees are based on the street light administration/coordination and advanced energy fees as set forth in the City Fees, Charges, and Rates as adopted by City Council and effective at the time of payment. Any change in the project which increases the number of street lights to be installed requires payment of the fees at the then current fee. Questions may be directed to the Special Districts Administration at 951.413.3470 or SDAdmin@moval.org.
157. CFD 2014-01. Prior to applying for the 1st Building Permit, the qualified elector (e.g. property owner) must initiate the process (i.e. pay the annexation fee, form an association to fund the services or fund an endowment) to provide an ongoing funding source for Street Lighting Services for capital improvements, energy charges, and maintenance and/or if public landscaping is required, Landscape Maintenance Services for public parkway, traffic circle, open space, and/or median landscaping on Alessandro Boulevard.

This condition must be fully satisfied prior to issuance of the 1st Certificate of Occupancy. This condition will be satisfied with the successful annexation/formation (i.e. special election process) into a special financing district and payment of all costs associated with the special election process. Annexation into a special financing district requires an annual payment of the annual special tax, assessment, or fee levied against the property tax bill, or other lawful means, of the parcels of the project for such district. At the time of the public hearing to consider annexation into or formation of the district, the qualified elector(s) will not protest the annexation or formation, but will retain the right to object to any eventual tax/assessment/fee that is not equitable should the financial burden of the tax/assessment/fee not be reasonably proportionate to the benefit the affected property receives from the improvements to be installed and/or maintained or services provided. The special election requires a minimum 90-day process in compliance with the provisions of Article 13C of the California Constitution, Proposition 218, or other applicable legislation, and consistent with the scheduling for City Council meetings.

Alternatively, the condition can be satisfied by the Developer forming a property owner association that will be responsible for the improvements and any and all operation and maintenance costs for the improvements or by funding an endowment in an amount sufficient to yield an annual revenue stream that meets the annual obligation, as calculated by Special Districts Admin staff. The Developer must contact Special Districts Administration at 951.413.3470 or at SDAdmin@moval.org to satisfy this condition.

158. CFD 4M. Prior to applying for the 1st Building Permit, the qualified elector (e.g.

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property owner) must initiate the process (i.e. pay the annexation fee or fund an endowment) to provide an ongoing funding source for maintenance of certain stormwater and detention basin improvements.

This condition must be fully satisfied prior to issuance of the 1st Certificate of Occupancy. This condition will be satisfied with the successful annexation (i.e. special election process) into CFD 4-Maintenance and payment of all costs associated with the special election process. Annexation into CFD 4M requires an annual payment of the annual special tax levied against the property tax bill, or other lawful means, of the parcels of the project for such district. At the time of the City Council meeting to consider annexation into the district, the qualified elector(s) will not protest the annexation, but will retain the right to object to any eventual tax that is not equitable should the financial burden of the tax not be reasonably proportionate to the benefit the affected property receives from the improvements to be maintained or services provided. The special election requires a minimum 90-day process in compliance with the provisions of Article 13C of the California Constitution, Proposition 218, or other applicable legislation, and consistent with the scheduling for City Council meetings.

Alternatively, the condition can be satisfied by the Developer funding an endowment in an amount sufficient to yield an annual revenue stream that meets the annual obligation, as calculated by Special Districts Admin staff. The Developer must contact Special Districts Administration at 951.413.3470 or at SDAdmin@moval.org to satisfy this condition.

159. Approved Landscape Plans. If public landscaping is required, for those areas to be maintained by the City and prior to the issuance of the 1st Building Permit, Planning, Landscape Services and Transportation Engineering staff, at a minimum, shall review and approve the final median, parkway, slope, traffic circle and/or open space landscape/irrigation plans as designated on the tentative map or in these Conditions of Approval.
160. Major Infrastructure SFD Major Infrastructure Financing District. Prior to applying for the 1st Building Permit, the qualified elector (e.g. property owner) must initiate the process (i.e. pay the annexation fee or use the alternative identified at the time of the special financing district formation) to provide an ongoing funding source for the construction and maintenance of major infrastructure improvements, which may include but is not limited to thoroughfares, bridges, and certain flood control improvements. This condition will be applicable provided said district is under development at the time this project applies for the 1st Building Permit. This condition must be fully satisfied prior to issuance of the 1st Certificate of Occupancy. This condition will be satisfied with the successful annexation/formation (i.e. special election process) into a special financing district and payment of all costs associated with the special election process. Annexation into a special

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financing district requires an annual payment of the annual special tax, assessment, or fee levied against the property tax bill, or other lawful means, of the parcels of the project for such district. At the time of the public hearing to consider annexation into or formation of the district, the qualified elector(s) will not protest the annexation or formation, but will retain the right to object to any eventual tax/assessment/fee that is not equitable should the financial burden of the tax/assessment/fee not be reasonably proportionate to the benefit the affected property receives from the improvements to be installed and/or maintained or services provided. The special election requires a minimum 90-day process in compliance with the provisions of Article 13C of the California Constitution, Proposition 218, or other applicable legislation, and consistent with the scheduling for City Council meetings. An alternative to satisfying this condition will be identified at such time as a special financing district has been established. At the time of development, the developer must contact Special Districts Administration at 951.413.3470 or at SDAdmin@moval.org to determine if this condition is applicable.

161. Park Maintenance Funding. Prior to applying for the 1st Building Permit, the qualified elector (e.g. property owner) must initiate the process (i.e. pay the annexation fee or fund an endowment) to provide an ongoing funding source for the continued maintenance, enhancement, and/or retrofit of parks, open spaces, linear parks, and/or trails systems.

This condition must be fully satisfied prior to issuance of the 1st Certificate of Occupancy. This condition will be satisfied with the successful annexation/formation (i.e. special election process) into a special financing district and payment of all costs associated with the special election process. Annexation into a special financing district requires an annual payment of the annual special tax, assessment, or fee levied against the property tax bill, or other lawful means, of the parcels of the project for such district. At the time of the public hearing to consider annexation into or formation of the district, the qualified elector(s) will not protest the annexation or formation, but will retain the right to object to any eventual tax/assessment/fee that is not equitable should the financial burden of the tax/assessment/fee not be reasonably proportionate to the benefit the affected property receives from the improvements to be installed and/or maintained or services provided. The special election requires a minimum 90-day process in compliance with the provisions of Article 13C of the California Constitution, Proposition 218, or other applicable legislation, and consistent with the scheduling for City Council meetings.

Alternatively, the condition can be satisfied by the Developer funding an endowment in an amount sufficient to yield an annual revenue stream that meets the annual obligation, as calculated by Special Districts Admin staff. The Developer must contact Special Districts Administration at 951.413.3470 or at SDAdmin@moval.org to satisfy this condition.

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162. Maintenance Services Funding. Prior to applying for the 1st Building Permit, the qualified elector (e.g. property owner) must initiate the process (i.e. pay the annexation fee or use the alternative identified at the time of the special financing district formation) to provide an ongoing funding source for the operation and maintenance of public improvements and/or services associated with impacts of the development. This condition will only be applicable provided said district is under development at the time this project applies for the 1st Building Permit.

This condition must be fully satisfied prior to issuance of the 1st Certificate of Occupancy. This condition will be satisfied with the successful annexation/formation (i.e. special election process) into a special financing district and payment of all costs associated with the special election process. Annexation into a special financing district requires an annual payment of the annual special tax, assessment, or fee levied against the property tax bill, or other lawful means, of the parcels of the project for such district. At the time of the public hearing to consider annexation into or formation of the district, the qualified elector(s) will not protest the annexation or formation, but will retain the right to object to any eventual tax/assessment/fee that is not equitable should the financial burden of the tax/assessment/fee not be reasonably proportionate to the benefit the affected property receives from the improvements to be installed and/or maintained or services provided. The special election requires a minimum 90-day process in compliance with the provisions of Article 13C of the California Constitution, Proposition 218, or other applicable legislation, and consistent with the scheduling for City Council meetings.

An alternative to satisfying this funding source will be identified at such time as a special financing district has been established. At the time of development, the developer must contact Special Districts Administration at 951.413.3470 or at SDAdmin@moval.org to determine if this condition is applicable.

163. Public Safety Funding. Prior to applying for the 1st Building Permit, the qualified elector (e.g. property owner) must initiate the process (i.e. pay the annexation fee or use the alternative identified at the time of the special financing district formation) to provide an ongoing funding source for Public Safety services, which may include but is not limited to Police, Fire Protection, Paramedic Services, Park Rangers, and Animal Control services. This condition will only be applicable provided said district is under development at the time this project applies for the 1st Building Permit.

This condition must be fully satisfied prior to issuance of the 1st Certificate of Occupancy. This condition will be satisfied with the successful annexation/formation (i.e. special election process) into a special financing district and payment of all costs associated with the special election process. Annexation into a special financing district requires an annual payment of the annual special tax, assessment, or fee levied against the property tax bill, or other lawful means, of the parcels of the project for such district. At the time of the public hearing to consider annexation into

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or formation of the district, the qualified elector(s) will not protest the annexation or formation, but will retain the right to object to any eventual tax/assessment/fee that is not equitable should the financial burden of the tax/assessment/fee not be reasonably proportionate to the benefit the affected property receives from the improvements to be installed and/or maintained or services provided. The special election requires a minimum 90-day process in compliance with the provisions of Article 13C of the California Constitution, Proposition 218, or other applicable legislation, and consistent with the scheduling for City Council meetings.

An alternative to satisfying this condition will be identified at such time as a special financing district has been established. At the time of development, the developer must contact Special Districts Administration at 951.413.3470 or at SDAdmin@moval.org to determine if this condition is applicable.

164. If public landscaping is required, parkway, open space, traffic circle, 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.
165. If public landscaping is required, mylars of the landscape and irrigation plans shall be submitted on hanging tab to Landscape Services.

Transportation Engineering Division

166. Project driveways shall conform to City of Moreno Valley Standard Plans No. MVSI-112C-0 for commercial driveway approaches. Appropriate signage shall be installed to restrict driveways to right-turn in/out only.
167. All proposed on-site traffic signing and striping should be accordance with the latest California Manual on Uniform Traffic Control Devices (CAMUTCD).
168. Sight distance at the proposed roadways and driveways shall conform to City of Moreno Valley Standard No. MVSI-164A,B,C-0 at the time of preparation of final grading, landscape, and street improvement plans.
169. Conditions of approval may be modified or added if a phasing plan is submitted for this development.
170. Prior to issuance of an encroachment permit, traffic control plans prepared by a qualified, registered Civil or Traffic engineer shall be required for plan approval or as required by the City Traffic Engineer.

PARKS & COMMUNITY SERVICES DEPARTMENT

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171. This project is subject to current Development Impact Fees.

Standard Conditions

172. 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.
173. 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.
174. 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.
175. Applicable plan check and inspection fees shall be paid, per the approved City fee schedule.
176. A restriction shall be placed on lots that back up to City/CSD owned or maintained parks, trails, bikeways, and landscaped areas, preventing openings or gates accessing the City/CSD owned or maintained property. This shall be documented through Covenants, Conditions, and Restrictions (CC&R's). A copy of the CC&R's with this restriction noted shall be submitted and approved by the Director of Parks and Community Services or his/her designee, prior to the recordation of the Final Map.
177. 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.

Exhibit C

Conditions of Approval PEN22-0054

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CITY OF MORENO VALLEY
 CONDITIONS OF APPROVAL
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EFFECTIVE DATE:

EXPIRATION DATE:

COMMUNITY DEVELOPMENT DEPARTMENT**Planning Division**

1. A change or modification to the land use or the approved site plans may require a separate approval. Prior to any change or modification, the property owner shall contact the City of Moreno Valley Community Development Department to determine if a separate approval is required.
2. Any expansion to this use or exterior alterations will require the submittal of a separate application(s) and shall be reviewed and approved under separate permit(s). (MC 9.02.080)
3. 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)
4. The 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. The Developer shall defend, indemnify and hold harmless the City, city council, commissions, boards, subcommittees and the City's elected and appointed officials, commissioners, board members, officers, agents, consultants and employees ("City Parties") from and against any and all liabilities, demands, claims, actions or proceedings and costs and expenses incidental thereto (including costs of defense, settlement and reasonable attorneys' fees), which any or all of them may suffer, incur, be responsible for or pay out as a result of or in connection with any challenge to the legality, validity or adequacy of any of the following items: (i) any prior or current agreements by and among the City and the Developer; (ii) the current, concurrent and subsequent permits, licenses and entitlements approved by the City; (iii) any environmental determination made by the City in connection with the Project Site and the Project; and (iv) any proceedings or other actions undertaken by the City in connection with the adoption or approval of any of the

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above. In the event of any administrative, legal, equitable action or other proceeding instituted by any third party (including without limitation a governmental entity or official) challenging the legality, validity or adequacy of any of the above items or any portion thereof, the Parties shall mutually cooperate with each other in defense of said action or proceeding. Notwithstanding the above, the City, at its sole option, may tender the complete defense of any third party challenge as described herein. In the event the City elects to contract with special counsel to provide for such a defense, the City shall meet and confer with the Developer regarding the selection of counsel, and the Developer shall pay all costs related to retention of such counsel by the City.

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 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)
8. 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)
9. 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

10. The project shall be designed and constructed to meet LEED Silver Equivalent with evidence provided to the City.
11. This approval is for Building 2 (PEN22-0054), which is approximately 32,526 square feet in size. The application relates to Tentative Parcel Map 38395 to subdivide the lots into two parcels with associated on-site and off-site improvements designed per the approved plans. Any change or modification or change to Building 2 (PEN22-0054) shall require separate approval.
12. This approval includes the Tentative Parcel Map 38395 for the construction of two light industrial buildings to be completed as one project. All improvements both on-site and off-site shall be completed prior to building shell final of any one

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- building. If the construction of one building is postponed, the parcel/pad area shall be maintained with landscaping and screening as approved by the Community Development Director.
13. Should the applicant/property owner elect to not construct one of the buildings, the building pad shall be precise graded and hydroseeded to prevent dust and erosion.
 14. Prior to the start of any construction, temporary security fencing shall be erected. The fencing shall be a minimum of six (6) feet high with locking, gated access and shall remain through the duration of construction. Security shall remain in place until the project is completed or the above conditions no longer exist. (Security fencing is required if there is: construction, unsecured structures, unenclosed storage of materials and/or equipment, and/or the condition of the site constitutes a public hazard).
 15. This approval shall comply with all applicable requirements of the City of Moreno Valley Municipal Code.
 16. Prior to the issuance of grading permits, final erosion control landscape and irrigation plans for all cut or fill slopes over 3 feet in height shall be submitted to and approved by the Planning Division. The plans shall be designed in accordance with the slope erosion plan as required by the City Engineer. Man-made slopes greater than 10 feet in height shall be "land formed" to conform to the natural terrain and shall be landscaped and stabilized to minimize visual scarring. (GP Objective 1.5, MC 9.08.080, DG)
 17. Prior to recordation of the final map, final median enhancement/landscape/irrigation plans shall be submitted to and approved by the Planning Division, and Public Works Department - Special Districts Division for review and approval by each division. (GP - Circulation Master Plan)
 18. Prior to issuance of grading permits, the developer shall pay the applicable Stephen's' Kangaroo Rat (SKR) Habitat Conservation Plan mitigation fee.
 19. Prior to the issuance of any grading permits and prior to any physical disturbance of any natural drainage course, or any wetland determined to contain riparian vegetation, the applicant shall obtain a stream bed alteration agreement or permit, or a written waiver of the requirement for such an agreement or permit, from both the California Department of Fish and Game and the U.S. Army Corps of Engineers. Written verification of such a permit or waiver shall be provided to both the Planning Division and the Public Works Department - Land Development Division. (CEQA, State and Federal codes)
 20. Prior to recordation of the final subdivision map, the following documents shall be submitted to and approved by the Planning Division which shall demonstrate that

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the project will be developed and maintained in accordance with the intent and purpose of the approval:

- a. The document to convey title
- b. Deed restrictions, easements, or Covenants, Conditions and Restrictions to be recorded

The approved documents shall be recorded at the same time that the subdivision map is recorded. The documents shall contain provisions for general maintenance of the site, joint access to proposed parcels, open space use restrictions, conservation easements, guest parking, feeder trails, water quality basins, lighting, landscaping and common area use items such as general building maintenance (apartments, condominiums and townhomes) tot lot/public seating areas and other recreation facilities or buildings. The approved documents shall also contain a provision, which provides that they may not be terminated and/or substantially amended without the consent of the City and the developer's successor-in-interest. (MC 9.14.090)

In addition, the following deed restrictions and disclosures shall be included within the document and grant deed of the properties:

- a. The developer and homeowners association shall promote the use of native plants and trees and drought tolerant species.
 - b. All lots designated for open space and or detention basins, shall be included as an easement to, and maintained by a Homeowners Association (HOA) or other private maintenance entity. All reverse frontage landscape areas shall also be maintained by the onsite HOA. Language to this effect shall be included and reviewed within the required Covenant Conditions and Restrictions (CC&Rs) prior to the approval of the final map.
 - c. Maintenance of any and all common facilities.
 - d. A conservation easement for lettered lots shall be recorded on the deed of the property and shown on the final map. Said easement shall include access restrictions prohibiting motorized vehicles from these areas.
 - e. Oleander plants or trees shall be prohibited on open space lots adjacent to multi-use trails.
21. Prior to issuance of any building permits, final landscaping and irrigation plans shall be submitted for review and approved by the Planning Division. The plans shall be prepared in accordance with the City's Landscape Requirements to include a drought tolerant palette. (MVMC 9.17).

Prior to Grading Permit

22. Prior to issuance of any grading permit, all Conditions of Approval, shall be printed

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on the grading plans.

23. Prior to the issuance of grading permits, decorative (e.g. colored/scored concrete or as approved 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)
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. 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.
26. Prior to approval of any grading permits, plans for any security gate system shall be submitted to and approved by the Planning Division.
27. 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]
28. 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 block walls with pilasters with a height up to fourteen (14) feet to fully screen trucks (industrial and some situations with commercial uses).
 - d. Walls and fences for visual screening are required when there are adjacent residential uses or residentially zone property. The height, placement and design

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will be based on a site specific review of the project. All walls are subject to the approval of the Planning Official. (MC 9.08.070)

29. 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.
30. Prior to issuance of grading permits, the location of the trash enclosure shall be included on the plans.
31. 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. 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.
 - d. 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

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- question (master plot plan).
32. 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)
 33. 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)
 34. Detailed, on-site, computer generated, point-by-point comparison lighting plan, including exterior building, parking lot, and landscaping lighting, shall be included in the Building Plans for review by the Planning Division. 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, shall include style, illumination, location, height and method of shielding per the City's Municipal Code requirements. After the third plan check review for lighting plans, an additional plan check fee will apply. (MC 9.08.100, 9.16.280)
 35. Prior to issuance of grading permits, the developer shall pay the applicable Stephens' Kangaroo Rat (SKR) Habitat Conservation Plan mitigation fee. (Ord)
 36. 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)
 37. 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.
 38. 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

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shall be an integral part of the building.

39. 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)
40. Prior to issuance of building permits, for projects that will be phased, a phasing plan shall be submitted to and approved by the Planning Division if occupancy is proposed to be phased.

Prior to Building Final or Occupancy

41. 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).
42. Prior to building final, Planning approved/stamped landscape plans shall be provided to the Community Development Department – Planning Division on a CD disk.
43. 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).

Building Division

44. 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.
45. 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.
46. Contact the Building Safety Division for permit application submittal requirements.
47. All new buildings 10,000 square feet and over, shall include building commissioning in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner

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representative's project requirements (OPR). All requirements in the California Green Building Standards Code, sections 5.410.2 - 5.410.2.6 must be met.

48. Any construction within the city shall only be as follows: Monday through Friday seven a.m. to seven p.m.(except for holidays which occur on weekdays), eight a.m. to four p.m.; weekends and holidays (as observed by the city and described in the Moreno Valley Municipal Code Chapter 2.55), unless written approval is first obtained from the Building Official or City Engineer.
49. Building plans submitted shall be signed and sealed by a California licensed design professional as required by the State Business and Professions Code.
50. The proposed development shall be subject to the payment of required development fees as required by the City's current Fee Ordinance at the time a building application is submitted or prior to the issuance of permits as determined by the City.
51. 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.
52. 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.
53. The proposed non-residential project shall comply with California Green Building Standards Code, Section 5.106.5.3, mandatory requirements for Electric Vehicle Charging Station (EVCS).
54. 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 California Plumbing Code, Table 422.1. The occupant load and occupancy classification shall be determined in accordance with the California Building Code.
55. 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)

ECONOMIC DEVELOPMENT DEPARTMENT (EDD)

56. New Moreno Valley businesses may work with the Economic Development Department to coordinate job recruitment fairs.

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57. 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.
58. New Moreno Valley businesses are encouraged to hire local residents.
59. New Moreno Valley businesses are encouraged to provide a job fair flyer and/or web announcement to the City in advance of job recruitments, so that the City can assist in publicizing these events.
60. New Moreno Valley businesses may utilize the workforce recruitment services provided by the Moreno Valley Business & Employment Resource Center (“BERC”).

The BERC offers free assistance to Moreno Valley businesses recruiting and training potential employees. Complimentary services include:

- Job Announcements
- Applicant testing / pre-screening
- Interviewing
- Job Fair support
- Training space

FIRE DEPARTMENT**Fire Prevention Bureau**

61. All Fire Department access roads or driveways shall not exceed 12 percent grade. (CFC 503.2.7 and MVMC 8.36.060[G])
62. 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)
63. The angle of approach and departure for any means of Fire Department access shall not exceed 1 ft drop in 20 ft (0.3 m drop in 6 m), and the design limitations of the fire apparatus of the Fire Department shall be subject to approval by the AHJ. (CFC 503 and MVMC 8.36.060)
64. Prior to construction, all locations where structures are to be built shall have an approved Fire Department access based on street standards approved by the Public Works Director and the Fire Prevention Bureau. (CFC 501.4)

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65. 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)
66. 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)
67. 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])
68. Existing fire hydrants on public streets are allowed to be considered available. Existing fire hydrants on adjacent properties shall not be considered available unless fire apparatus access roads extend between properties and easements are established to prevent obstruction of such roads. (CFC 507, 501.3) a - After the local water company signs the plans, the originals shall be presented to the Fire Prevention Bureau for signatures. 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.
69. 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.
70. Prior to issuance of Certificate of Occupancy or Building Final, the applicant/developer shall install a fire alarm system monitored by an approved Underwriters Laboratory listed central station based on a requirement for monitoring the sprinkler system, occupancy or use. Fire alarm panel shall be accessible from exterior of building in an approved location. Plans shall be submitted to the Fire Prevention Bureau for approval prior to installation. (CFC Chapter 9 and MVMC 8.36.100)
71. The Fire Code Official is authorized to enforce the fire safety during construction requirements of Chapter 33. (CFC Chapter 33 & CBC Chapter 33)
72. 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 than thirteen (13) feet six (6) inches. (CFC 503.2.1 and MVMC 8.36.060[E])
73. Prior to issuance of Certificate of Occupancy or Building Final, the

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- 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])
74. Prior to issuance of the building permit for development, independent paved access to the nearest paved road, maintained by the City shall be designed and constructed by the developer within the public right of way in accordance with City Standards. (MVMC 8.36.060, CFC 501.4)
 75. 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)
 76. 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)
 77. Fire Department access driveways over 150 feet in length shall have a turn-around as determined by the Fire Prevention Bureau capable of accommodating fire apparatus. (CFC 503 and MVMC 8.36.060, CFC 501.4)
 78. During phased construction, dead end roadways and streets which have not been completed shall have a turn-around capable of accommodating fire apparatus. (CFC 503.1 and 503.2.5)
 79. If construction is phased, each phase shall provide an approved emergency vehicular access way for fire protection prior to any building construction. (CFC 501.4)
 80. 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)
 81. 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

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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)

82. 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.
83. Dead-end streets and/or fire apparatus access roads in excess of 150 feet in length shall be provided with an approved turnaround for fire apparatus.

FINANCIAL & MANAGEMENT SERVICES DEPARTMENT**Moreno Valley Utility**

84. This project requires the installation of electric distribution facilities. A non-exclusive easement shall be provided to Moreno Valley Utility and shall include the rights of ingress and egress for the purpose of operation, maintenance, facility repair, and meter reading.
85. This project requires the installation of electric distribution facilities. The developer shall submit a detailed engineering plan showing design, location and schematics for the utility system to be approved by the City Engineer. In accordance with Government Code Section 66462, the Developer shall execute an agreement with the City providing for the installation, construction, improvement and dedication of the utility system following recordation of final map and/or concurrent with trenching operations and other improvements so long as said agreement incorporates the approved engineering plan and provides financial security to guarantee completion and dedication of the utility system.

The Developer shall coordinate and receive approval from the City Engineer to install, construct, improve, and dedicate to the City all utility infrastructure including but not limited to, conduit, equipment, vaults, ducts, wires, switches, conductors, transformers, and “bring-up” facilities including electrical capacity to serve the identified development and other adjoining, abutting, or benefiting projects as determined by Moreno Valley Utility – collectively referred to as “utility system”, to and through the development, along with any appurtenant real property easements,

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as determined by the City Engineer necessary for the distribution and/or delivery of any and all “utility services” to and within the project. For purposes of this condition, “utility services” shall mean electric, cable television, telecommunication (including video, voice, and data) and other similar services designated by the City Engineer. “Utility services” shall not include sewer, water, and natural gas services, which are addressed by other conditions of approval.

The City, or the City’s designee, shall utilize dedicated utility facilities to ensure safe, reliable, sustainable and cost effective delivery of utility services and maintain the integrity of streets and other public infrastructure. Developer shall, at developer’s sole expense, install or cause the installation of such interconnection facilities as may be necessary to connect the electrical distribution infrastructure within the project to the Moreno Valley Utility owned and controlled electric distribution system.

86. Existing Moreno Valley Utility electrical infrastructure shall be preserved in place. The developer will be responsible, at developer’s expense, for any and all costs associated with the relocation of any of Moreno Valley Utility’s underground electrical distribution facilities, as determined by Moreno Valley Utility, which may be in conflict with any developer planned construction on the project site.
87. This project is subject to a Reimbursement Agreement. The Developer is responsible for a proportionate share of costs associated with electrical distribution infrastructure previously installed that directly benefits the project. Payment shall be required prior to issuance of building permits.

PUBLIC WORKS DEPARTMENT**Land Development**

88. Aggregate slurry, as defined in Section 203-5 of Standard Specifications for Public Works Construction, shall be required 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.
89. The developer shall comply with all applicable City ordinances and resolutions including the City’s Municipal Code (MC) and if subdividing land, the Government

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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]

90. The final approved conditions of approval (COAs) issued and any applicable Mitigation Measures by the Planning Division shall be photographically or electronically placed on mylar sheets and included in the Grading and Street Improvement plans.
91. 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.
92. 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.
93. 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]
94. 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

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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)]

95. 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]
96. 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.
97. The proposed private storm drain system shall connect to the existing 24" storm drain at the southeast corner of the property if there is sufficient capacity in the existing Heacock Channel to the east of the property if approved by the Riverside County Flood Control District (RCFCD). 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.
98. 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. Precise grading w/ erosion control plan (prior to grading permit issuance);
 - b. Public Improvement Plans for street improvements, striping, pavement markings, utility plans, and storm water must be approved prior to the issuance of encroachment permits;
 - c. Final drainage study (prior to grading plan approval);
 - d. Final WQMP (prior to grading plan approval);
 - e. All easements, dedications, vacations, and lot line adjustments must be completed prior to building permit issuance;
 - f. As-Built revision for all plans (prior to Occupancy release)
99. Water quality best management practices (BMPs) designed to meet Water Quality Management Plan (WQMP) requirements for development shall not be used as a construction BMP. Water quality BMPs shall be maintained for the entire duration of the project construction and be used to treat runoff from those developed portions of the project. Water quality BMPs shall be protected from upstream construction related runoff by having proper best management practices in place and maintained. Water quality BMPs shall be graded per the approved design plans and once landscaping and irrigation has been installed, it and its maintenance shall

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be turned over to an established Property Owners Association (POA).

Prior to Grading Plan Approval

100. 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.
101. Resolution of all drainage issues shall be as approved by the City Engineer.
102. 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.
103. Emergency overflow areas shall be shown at all applicable drainage improvement locations in the event that the drainage improvement fails or exceeds full capacity. This may include, but not be limited to, <DESCRIBE>.
104. A final project-specific Water Quality Management Plan (WQMP) shall be submitted for review and approved by the City Engineer, which:
 - a. Addresses Site Design Best Management Practices (BMPs) such as minimizing impervious areas, maximizing permeability, minimizes directly connected impervious areas to the City's street and storm drain systems, and conserves natural areas;
 - b. Incorporates Source Control BMPs and provides a detailed description of their implementation;
 - c. Describes the long-term operation and maintenance requirements for BMPs requiring maintenance; and
 - d. Describes the mechanism for funding the long-term operation and maintenance of the BMPs.

A copy of the final WQMP template can be obtained on the City's Website or by contacting the Land Development Division. A digital (pdf) copy of the approved final project-specific Water Quality Management Plan (WQMP) shall be submitted to the Land Development Division.
105. The final project-specific Water Quality Management Plan (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

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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 infiltration and bioretention bmps. 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. Mitigation requirements proposed by the developer will require approval by the Land Development Division prior to implementation.

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 (1 for trash and 1 for recyclables). The architecture shall be approved by the Planning Division and any structural approvals shall be approved by the Building and Safety Division.

106. 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

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Land Development Division.

107. 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.
108. 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.
109. 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.
110. 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.
111. Any proposed trash enclosure shall include a solid cover (roof) and sufficient size for dual bin (one for trash and one for recyclables). The architecture shall be approved by the Planning Division and any structural approvals shall be made by the Building & Safety Division.

Prior to Grading Permit

112. 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)]
113. 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.
114. 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]
115. Security, in the form of a cash deposit (preferable), bond or letter of credit shall be

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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)]

116. Security, in the form of a cash deposit (preferable), bond or letter of credit shall be submitted as a guarantee of the completion of the grading operations for the project. [MC 8.21.070]

Prior to Improvement Plan Approval

117. 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.
118. The developer shall submit clearances from all applicable agencies, and pay all applicable plan check fees.
119. The street improvement plans shall comply with current City policies, plans and applicable City standards (i.e. MVS1-160 series, etc.) throughout this project.
120. 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.
121. 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]
122. 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.
123. Any missing or deficient existing improvements along the project frontage within <DESCRIBE> 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

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traffic imposed by the development, etc.

124. Prior to improvement plan approval, pavement core samples of existing pavement shall 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 2 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.
125. 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.
126. 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 may be allowed for emergency repairs or as specifically approved in writing by the City Engineer. Special requirements shall be imposed for repaving, limits to be determined by the City Engineer.
127. 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.

Prior to Encroachment Permit

128. 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]
129. 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 may be allowed for emergency repairs or as specifically approved in writing by the City Engineer. Special requirements shall be imposed for repaving, limits to be determined by the City Engineer.
130. Any work performed within public right-of-way requires an encroachment permit.

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Prior to Building Permit

131. 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.
132. 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]
133. 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.
134. 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.
135. 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.
136. 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 (excluding models homes).

Prior to Occupancy

137. 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.
138. The final/precise grade certification shall be submitted for review and approved by the City Engineer.

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139. 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), signing, striping, landscaping and irrigation, medians, and traffic control devices as appropriate.
 - b. Storm drain facilities including, but not limited to: storm drain pipe.
 - c. City-owned utilities.
 - d. Sewer and water systems including, but not limited to: sanitary sewer, potable water and recycled water.
 - e. Under grounding of all existing and proposed utilities adjacent to and on-site. [MC 9.14.130]
140. Alessandro Boulevard (110' CC / 134' R/W: Divided Major Arterial, City Standard No. MVS1-101A-1) shall be constructed to achieve a half-width of 55', full median, plus an additional 14' of pavement, along the entire project's north frontage. Improvements shall consist of, but not be limited to, pavement, base, curb, gutter, sidewalk, driveway approaches, drainage structures, any necessary offsite improvement transition /joins to existing, street lights, pedestrian ramps, trail, undergrounding of overhead utilities less than 115kV, and dry and wet utilities.
141. For commercial, industrial and multi-family projects, a "Stormwater Treatment Device and Control Measure Access and Maintenance Covenant", "Maintenance Agreement for Water Quality Improvements located in the public right-of-way" and a "Declaration of Restrictive Covenants (encroachment on City easement)" 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 covenants and agreements can be obtained by contacting the Land Development Division.
142. 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.
143. 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

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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 Districts Division

144. Street Light Coordination/Advanced Energy Fees. Prior to the issuance of the 1st Building Permit for this project, the Developer shall pay New Street Light Installation Fees for all street lights required to be installed for this development. Payment will be collected by the Land Development Division. Fees are based on the street light administration/coordination and advanced energy fees as set forth in the City Fees, Charges, and Rates as adopted by City Council and effective at the time of payment. Any change in the project which increases the number of street lights to be installed requires payment of the fees at the then current fee. Questions may be directed to the Special Districts Administration at 951.413.3470 or SDAdmin@moval.org.
145. CFD 4M. Prior to applying for the 1st Building Permit, the qualified elector (e.g. property owner) must initiate the process (i.e. pay the annexation fee or fund an endowment) to provide an ongoing funding source for maintenance of certain stormwater and detention basin improvements.

This condition must be fully satisfied prior to issuance of the 1st Certificate of Occupancy. This condition will be satisfied with the successful annexation (i.e. special election process) into CFD 4-Maintenance and payment of all costs associated with the special election process. Annexation into CFD 4M requires an annual payment of the annual special tax levied against the property tax bill, or other lawful means, of the parcels of the project for such district. At the time of the City Council meeting to consider annexation into the district, the qualified elector(s) will not protest the annexation, but will retain the right to object to any eventual tax that is not equitable should the financial burden of the tax not be reasonably proportionate to the benefit the affected property receives from the improvements to be maintained or services provided. The special election requires a minimum 90-day process in compliance with the provisions of Article 13C of the California Constitution, Proposition 218, or other applicable legislation, and consistent with the scheduling for City Council meetings.

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Alternatively, the condition can be satisfied by the Developer funding an endowment in an amount sufficient to yield an annual revenue stream that meets the annual obligation, as calculated by Special Districts Admin staff. The Developer must contact Special Districts Administration at 951.413.3470 or at SAdmin@moval.org to satisfy this condition.

146. Approved Landscape Plans. If public landscaping is required, for those areas to be maintained by the City and prior to the issuance of the 1st Building Permit, Planning, Landscape Services and Transportation Engineering staff, at a minimum, shall review and approve the final median, parkway, slope, traffic circle and/or open space landscape/irrigation plans as designated on the tentative map or in these Conditions of Approval.
147. Major Infrastructure SFD Major Infrastructure Financing District. Prior to applying for the 1st Building Permit, the qualified elector (e.g. property owner) must initiate the process (i.e. pay the annexation fee or use the alternative identified at the time of the special financing district formation) to provide an ongoing funding source for the construction and maintenance of major infrastructure improvements, which may include but is not limited to thoroughfares, bridges, and certain flood control improvements. This condition will be applicable provided said district is under development at the time this project applies for the 1st Building Permit. This condition must be fully satisfied prior to issuance of the 1st Certificate of Occupancy. This condition will be satisfied with the successful annexation/formation (i.e. special election process) into a special financing district and payment of all costs associated with the special election process. Annexation into a special financing district requires an annual payment of the annual special tax, assessment, or fee levied against the property tax bill, or other lawful means, of the parcels of the project for such district. At the time of the public hearing to consider annexation into or formation of the district, the qualified elector(s) will not protest the annexation or formation, but will retain the right to object to any eventual tax/assessment/fee that is not equitable should the financial burden of the tax/assessment/fee not be reasonably proportionate to the benefit the affected property receives from the improvements to be installed and/or maintained or services provided. The special election requires a minimum 90-day process in compliance with the provisions of Article 13C of the California Constitution, Proposition 218, or other applicable legislation, and consistent with the scheduling for City Council meetings. An alternative to satisfying this condition will be identified at such time as a special financing district has been established. At the time of development, the developer must contact Special Districts Administration at 951.413.3470 or at SAdmin@moval.org to determine if this condition is applicable.
148. Park Maintenance Funding. Prior to applying for the 1st Building Permit, the qualified elector (e.g. property owner) must initiate the process (i.e. pay the annexation fee or fund an endowment) to provide an ongoing funding source for the

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continued maintenance, enhancement, and/or retrofit of parks, open spaces, linear parks, and/or trails systems.

This condition must be fully satisfied prior to issuance of the 1st Certificate of Occupancy. This condition will be satisfied with the successful annexation/formation (i.e. special election process) into a special financing district and payment of all costs associated with the special election process. Annexation into a special financing district requires an annual payment of the annual special tax, assessment, or fee levied against the property tax bill, or other lawful means, of the parcels of the project for such district. At the time of the public hearing to consider annexation into or formation of the district, the qualified elector(s) will not protest the annexation or formation, but will retain the right to object to any eventual tax/assessment/fee that is not equitable should the financial burden of the tax/assessment/fee not be reasonably proportionate to the benefit the affected property receives from the improvements to be installed and/or maintained or services provided. The special election requires a minimum 90-day process in compliance with the provisions of Article 13C of the California Constitution, Proposition 218, or other applicable legislation, and consistent with the scheduling for City Council meetings.

Alternatively, the condition can be satisfied by the Developer funding an endowment in an amount sufficient to yield an annual revenue stream that meets the annual obligation, as calculated by Special Districts Admin staff. The Developer must contact Special Districts Administration at 951.413.3470 or at SDAdmin@moval.org to satisfy this condition.

149. Maintenance Services Funding. Prior to applying for the 1st Building Permit, the qualified elector (e.g. property owner) must initiate the process (i.e. pay the annexation fee or use the alternative identified at the time of the special financing district formation) to provide an ongoing funding source for the operation and maintenance of public improvements and/or services associated with impacts of the development. This condition will only be applicable provided said district is under development at the time this project applies for the 1st Building Permit.

This condition must be fully satisfied prior to issuance of the 1st Certificate of Occupancy. This condition will be satisfied with the successful annexation/formation (i.e. special election process) into a special financing district and payment of all costs associated with the special election process. Annexation into a special financing district requires an annual payment of the annual special tax, assessment, or fee levied against the property tax bill, or other lawful means, of the parcels of the project for such district. At the time of the public hearing to consider annexation into or formation of the district, the qualified elector(s) will not protest the annexation or formation, but will retain the right to object to any eventual tax/assessment/fee that is not equitable should the financial burden of the tax/assessment/fee not be reasonably proportionate to the benefit the affected property receives from the

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improvements to be installed and/or maintained or services provided. The special election requires a minimum 90-day process in compliance with the provisions of Article 13C of the California Constitution, Proposition 218, or other applicable legislation, and consistent with the scheduling for City Council meetings.

An alternative to satisfying this funding source will be identified at such time as a special financing district has been established. At the time of development, the developer must contact Special Districts Administration at 951.413.3470 or at SDAdmin@moval.org to determine if this condition is applicable.

150. Public Safety Funding. Prior to applying for the 1st Building Permit, the qualified elector (e.g. property owner) must initiate the process (i.e. pay the annexation fee or use the alternative identified at the time of the special financing district formation) to provide an ongoing funding source for Public Safety services, which may include but is not limited to Police, Fire Protection, Paramedic Services, Park Rangers, and Animal Control services. This condition will only be applicable provided said district is under development at the time this project applies for the 1st Building Permit.

This condition must be fully satisfied prior to issuance of the 1st Certificate of Occupancy. This condition will be satisfied with the successful annexation/formation (i.e. special election process) into a special financing district and payment of all costs associated with the special election process. Annexation into a special financing district requires an annual payment of the annual special tax, assessment, or fee levied against the property tax bill, or other lawful means, of the parcels of the project for such district. At the time of the public hearing to consider annexation into or formation of the district, the qualified elector(s) will not protest the annexation or formation, but will retain the right to object to any eventual tax/assessment/fee that is not equitable should the financial burden of the tax/assessment/fee not be reasonably proportionate to the benefit the affected property receives from the improvements to be installed and/or maintained or services provided. The special election requires a minimum 90-day process in compliance with the provisions of Article 13C of the California Constitution, Proposition 218, or other applicable legislation, and consistent with the scheduling for City Council meetings.

An alternative to satisfying this condition will be identified at such time as a special financing district has been established. At the time of development, the developer must contact Special Districts Administration at 951.413.3470 or at SDAdmin@moval.org to determine if this condition is applicable.

151. CFD 2014-01. Prior to applying for the 1st Building Permit, the qualified elector (e.g. property owner) must initiate the process (i.e. pay the annexation fee, form an association to fund the services or fund an endowment) to provide an ongoing funding source for a) Street Lighting Services for capital improvements, energy charges, and maintenance and/or b) Landscape Maintenance Services for public

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parkway, traffic circle, open space, and/or median landscaping on Alessandro Boulevard.

This condition must be fully satisfied prior to issuance of the 1st Certificate of Occupancy. This condition will be satisfied with the successful annexation/formation (i.e. special election process) into a special financing district and payment of all costs associated with the special election process. Annexation into a special financing district requires an annual payment of the annual special tax, assessment, or fee levied against the property tax bill, or other lawful means, of the parcels of the project for such district. At the time of the public hearing to consider annexation into or formation of the district, the qualified elector(s) will not protest the annexation or formation, but will retain the right to object to any eventual tax/assessment/fee that is not equitable should the financial burden of the tax/assessment/fee not be reasonably proportionate to the benefit the affected property receives from the improvements to be installed and/or maintained or services provided. The special election requires a minimum 90-day process in compliance with the provisions of Article 13C of the California Constitution, Proposition 218, or other applicable legislation, and consistent with the scheduling for City Council meetings.

Alternatively, the condition can be satisfied by the Developer forming a property owner association that will be responsible for the improvements and any and all operation and maintenance costs for the improvements or by funding an endowment in an amount sufficient to yield an annual revenue stream that meets the annual obligation, as calculated by Special Districts Admin staff. The Developer must contact Special Districts Administration at 951.413.3470 or at SDAdmin@moval.org to satisfy this condition.

152. Right of Way Water Quality BMP Maintenance. The ongoing maintenance of any water quality BMP (e.g. Bioswale) constructed in the public right of way shall be the responsibility of a property owner association or the property owner.
153. Maintenance Period. If public landscaping is required, the Developer, or the Developer's successors or assignees shall be responsible for all parkway, traffic circle, open space and/or median landscape maintenance and utility costs, etc. for a period no less than one (1) year commencing from the time all items of work have been completed to the satisfaction of Landscape Services staff as per the City of Moreno Valley Public Works Department Landscape Design Guidelines, or until such time as the City accepts maintenance responsibilities.
154. Current Standards. The existing parkway/median along the frontage of the project shall be brought to current City Standards. Improvements may include but are not limited to: plant material, irrigation, and hardscape.
155. Landscape Inspection Fees. If public landscaping is required, inspection fees for

CONDITIONS OF APPROVAL

Plot Plan (PEN22-0054)

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the monitoring of landscape installation associated with the City of Moreno Valley maintained landscaping are due prior to the required pre-construction meeting. (MC 3.32.040)

156. Maintenance Responsibility. The ongoing maintenance of any landscaping required to be installed behind the curb shall be the responsibility of the property owner.
157. Irrigation Modifications. Modification of existing irrigation systems for parkway improvements may be required per the direction of, approval by and coordination with Landscape Services. Please contact Landscape Services at 951.413.3480 or SDLandscape@moval.org to coordinate the modifications.
158. Landscape Plan Check Fees. If public landscaping is required, plan check fees for review of parkway/median, open space, and/or traffic circle 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)
159. Damage. 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.
160. Zones A and C. The parcel(s) associated with this project is included in Moreno Valley Community Services District Zone A (Parks & Community Services) and Zone C (Arterial Street Lighting). Zone A is levied on the property tax bill on a per parcel or dwelling unit basis. Zone C is levied on the property tax bill on a per parcel basis. Zone A and Zone C are levied against all assessable parcels, and any subdivision thereof.
161. If public landscaping is required, parkway, open space, traffic circle, 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.
162. If public landscaping is required, mylars of the landscape and irrigation plans shall be submitted on hanging tab to Landscape Services.

Transportation Engineering Division

163. Conditions of approval may be modified or added if a phasing plan is submitted for this development.
164. Project driveways shall conform to City of Moreno Valley Standard Plans No. MVS1-112C-0 for commercial driveway approaches. Appropriate signage shall be

CONDITIONS OF APPROVAL

Plot Plan (PEN22-0054)

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installed to restrict driveways to right-turn in/out only.

165. Alessandro Boulevard is designated as a 6-Lane Divided Arterial (134'RW/110'CC) per City Standard Plan No. MVSI-101A-0. Any improvements undertaken by this project shall be consistent with the City's standards or as approved by the City Engineer.
166. Communication conduit along project frontage may be required per City Standard Plan No. MVSI-186-0. Any improvements undertaken by this project shall be consistent with the City's standards for this facility.
167. A Class-I multi-use trail (Juan Bautista De Anza) is planned along the project frontage on Alessandro Boulevard. The project should be designed consistent with the Master Plan for that project.
168. During construction activity, developer is responsible for regularly scheduled street sweeping per approved street sweeping schedule.
169. Prior to issuance of an encroachment permit, traffic control plans prepared by a qualified, registered Civil or Traffic engineer shall be required for plan approval or as required by the City Traffic Engineer.
170. Prior to final approval of any landscaping or monument sign plans, the project plans shall demonstrate that sight distance at the project driveways conforms to City Standard Plan No. MVSI-164A, B, C-0.
171. 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 within the project area.
172. Prior to issuance of a Certificate of Occupancy, all approved street improvements shall be installed to the satisfaction of the City Engineer.
173. Prior to issuance of a Certificate of Occupancy, all approved signing and striping shall be installed per current City Standards.

PARKS & COMMUNITY SERVICES DEPARTMENT

174. This project is subject to current Development Impact Fees.

Standard Conditions

175. 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

CONDITIONS OF APPROVAL

Plot Plan (PEN22-0054)

Page 31

- 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.
176. 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.
 177. 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.
 178. Applicable plan check and inspection fees shall be paid, per the approved City fee schedule.
 179. A restriction shall be placed on lots that back up to City/CSD owned or maintained parks, trails, bikeways, and landscaped areas, preventing openings or gates accessing the City/CSD owned or maintained property. This shall be documented through Covenants, Conditions, and Restrictions (CC&R's). A copy of the CC&R's with this restriction noted shall be submitted and approved by the Director of Parks and Community Services or his/her designee, prior to the recordation of the Final Map.
 180. 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.



ALESSANDRO BLVD. & HEACOCK ST.

SWC ALESSANDRO BLVD. & HEACOCK ST.
MORENO VALLEY, CA 92553



PATRIOT PARTNERS ALESSANDRO BLVD.
MORENO VALLEY CA

PROJECT
FOURTH PLANNING SUBMITTAL

Attachment: Project Plans [Revision 1] (6133 - Patriot Industrial Development TPM 38396 with two Industrial Buildings)



HERDMAN
ARCHITECTURE + DESIGN

A20-2195
01.11.2023

COVER SHEET

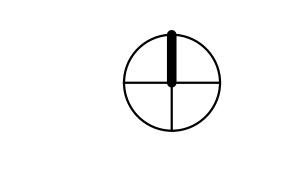
A0	COVER SHEET
A1	SITE PLAN
A1.1	ENLARGED SITE PLANS
A1.2	ENLARGED SITE PLANS
A1.3	GATE & FENCE ELEVATIONS
A2.1	GROUND LEVEL FLOOR PLANS BUILDING 1
A2.2	GROUND LEVEL FLOOR PLANS BUILDING 2
A4.1	EXTERIOR ELEVATIONS BUILDING 1
A4.2	EXTERIOR ELEVATIONS BUILDING 2
A4.3	MATERIAL BOARD
A4.4	RENDERING BUILDING 2
C1	PRELIMINARY GRADING PLAN
C2	TENTATIVE PARCEL MAP
L1	CONCEPTUAL LANDSCAPE PLAN
EFC	SITE PHOTOMETRIC PLAN

A0



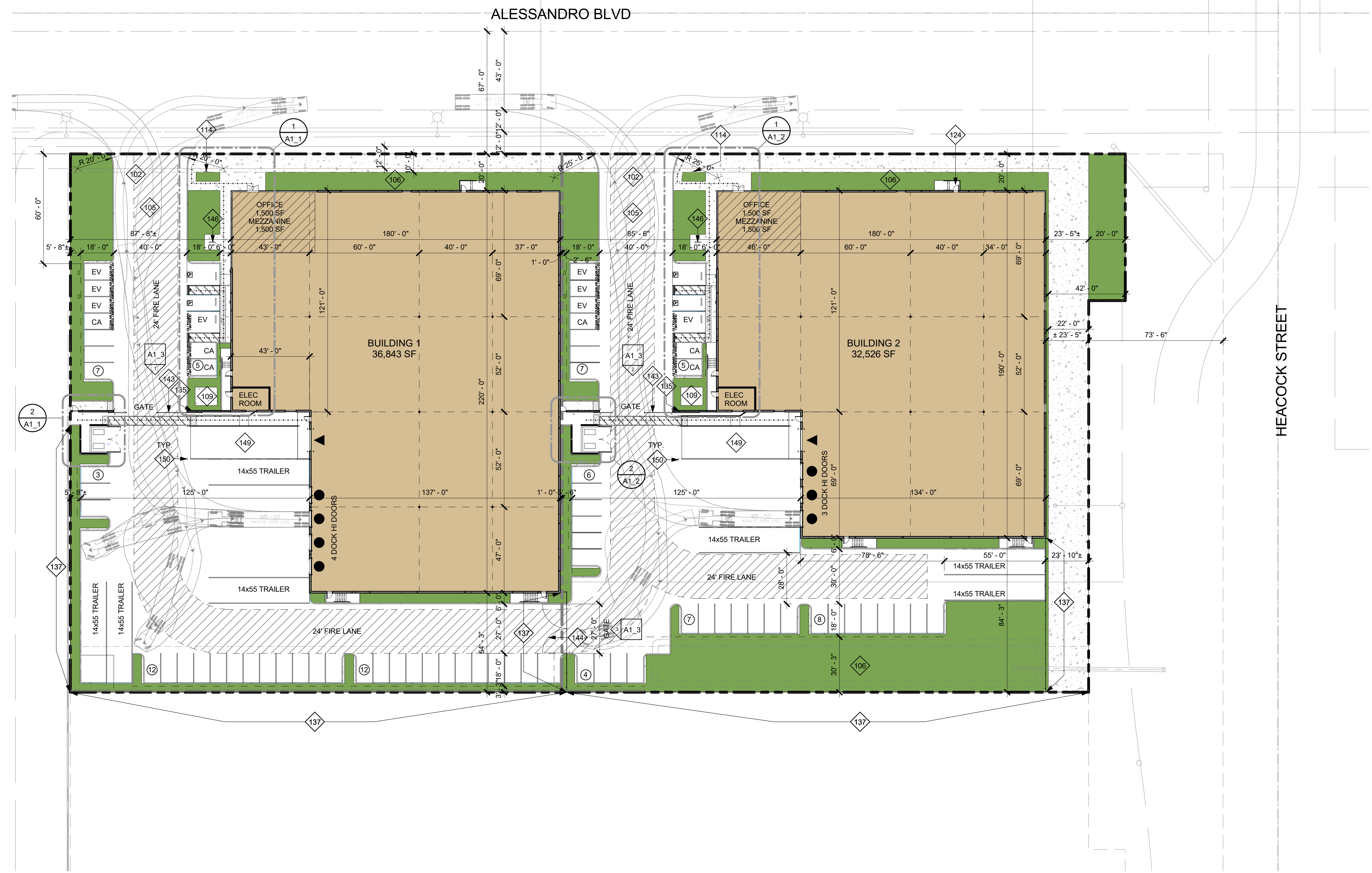
HERDMAN
ARCHITECTURE + DESIGN
A20-2195
02.02.2023

SITE PLAN

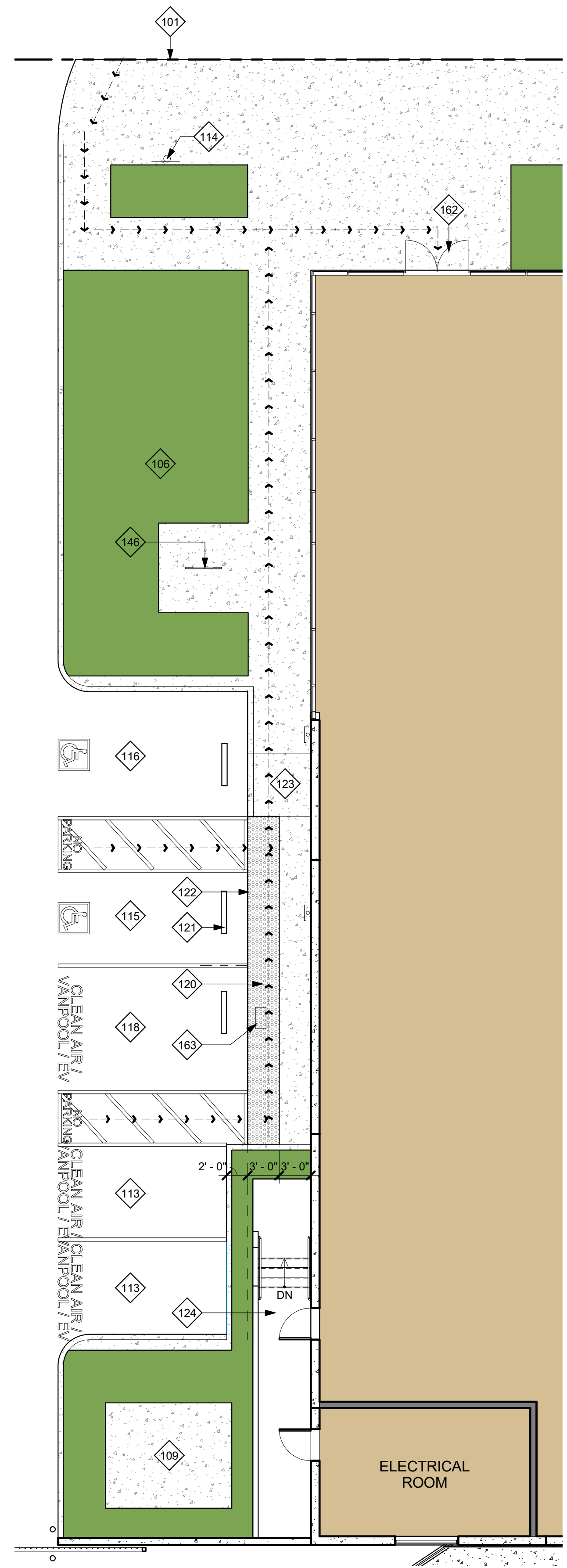


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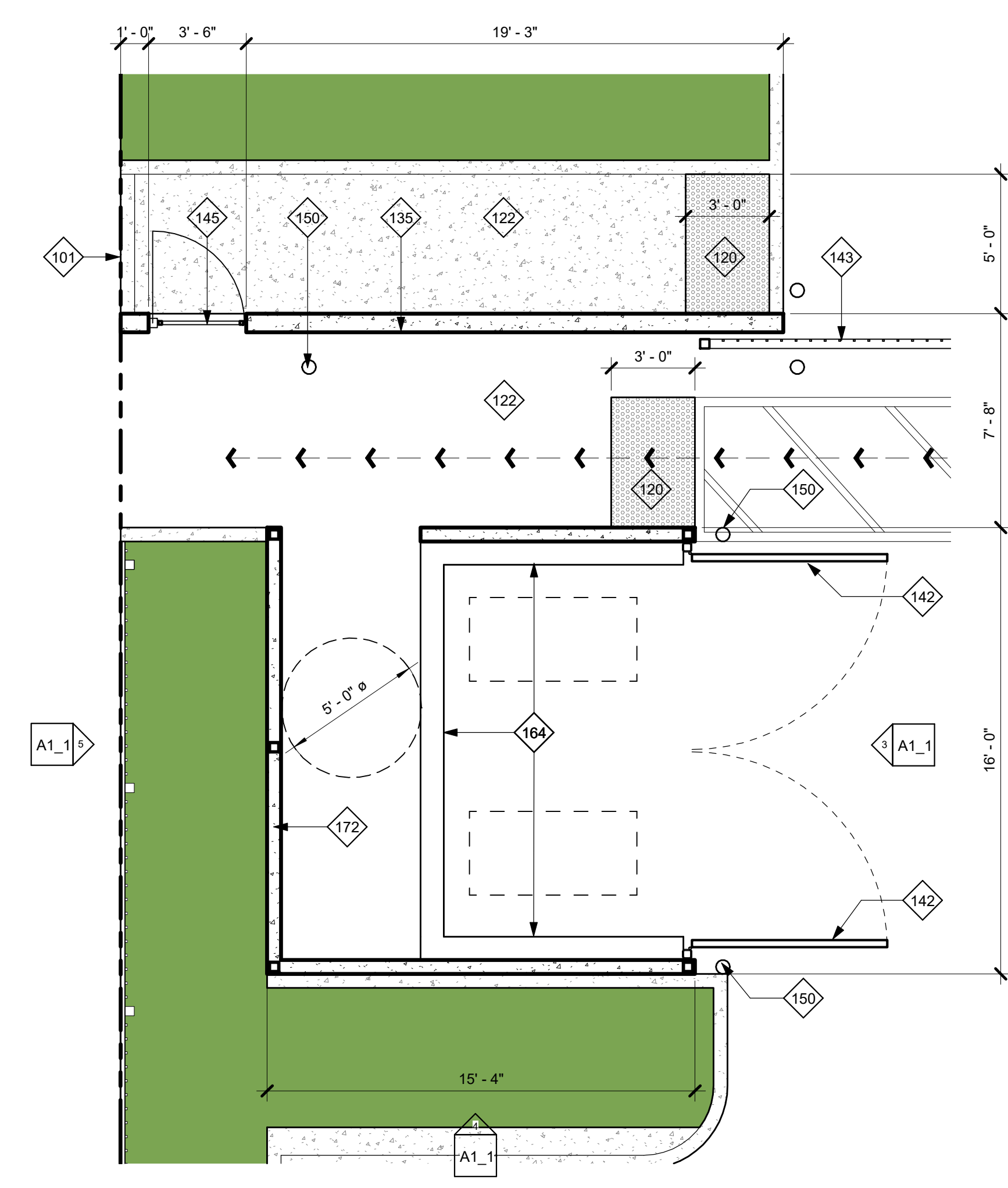
DEVELOPER/OWNER	PATRIOT PARTNERS 12126 W. SUNSET BLVD LOS ANGELES, CA 90049 CONTACT: KEVIN RICE PHONE: 858.952.4134 EMAIL: KEVIN@PATRIOTDEVELOPMENTPARTNERS.COM	KEYNOTES	102 PROPOSED DRIVEWAY, PER JURISDICTIONAL STANDARDS. 105 CONCRETE PAVING. 106 @ SHADING, PROPOSED LANDSCAPED AREA. SEE LANDSCAPING PLANS. 109 (N) TRANSFORMER LOCATION. 114 ACCESSIBLE SITE ENTRANCE SIGN. 124 EXTERIOR CONCRETE LANDING. 135 CONCRETE TILT-UP SCREEN WALL. MIN HEIGHT 'X' ABOVE HIGHEST ADJACENT FINISHED GRADE. PAINT BOTH SIDES AND TOP OF WALL. SEE PLANS FOR COLOR SCHEDULE. 137 TUBE STEEL FENCE. MIN HEIGHT 'X' ABOVE HIGHEST ADJACENT FINISHED GRADE. 143 PAINTED STEEL ROLLING GATE(S). MIN HEIGHT 'X' ABOVE HIGHEST ADJACENT FINISHED GRADE. PROVIDE KNOX BOX AS REQUIRED BY FIRE AUTHORITY. 144 PAINTED STEEL SWINGING GATE(S). MIN HEIGHT 'X' ABOVE HIGHEST ADJACENT FINISHED GRADE. PROVIDE KNOX BOX AS REQUIRED BY FIRE AUTHORITY. 146 2 POSITION BIKE RACK. 149 CONCRETE TRUCK RAMP W/ 42" HIGH CONCRETE TILT-UP GUARD ON OPEN SIDE(S). PAINT ALL SIDES OF GUARD WALLS AND HANDRAILS SEE ARCHITECTURAL DRAWINGS FOR COLOR SCHEDULE. 150 STEEL PIPE BOLLARD PROTECTION POST.																																																
APPLICANT'S REPRESENTATIVE/ARCHITECT	HERDMAN ARCHITECTURE & DESIGN, INC. 100 BAYVIEW CIRCLE SUITE 100 NEWPORT BEACH, CA 92660 CONTACT: BRIDGET HERDMAN PHONE: 714.389.2800 EMAIL: BRIDGET@HERDMAN-AD.COM																																																		
SCOPE OF WORK	CONSTRUCT TWO OF NEW ONE STORY MEZZANINE CONCRETE TILT-UP WAREHOUSE/DISTRIBUTION FACILITIES WITH ELECTRICAL AND PLUMBING SERVICES, EXTERIOR LIGHTING, LANDSCAPING & IRRIGATION, TRASH ENCLOSURE, CONCRETE SCREEN WALLS, AND SLIDING SWING METAL GATES. FIRE SPRINKLER AND GRADING PLANS TO BE A SEPARATE SUBMITTAL AND PERMIT																																																		
LEGAL DESCRIPTION & ZONING	LEGAL DESCRIPTION: SEE SHEET C1 FOR APN ASSESSOR'S PARCEL NO: SEE SHEET C1 FOR APN SPECIFIC PLAN LEGEND: ZONING: BPX (BUSINESS PARK MIX USE)																																																		
SHEET INDEX	A0 COVER SHEET A1 SITE PLAN A1.1 ENLARGED SITE PLANS A1.2 ENLARGED SITE PLANS A1.3 GATE & FENCE ELEVATIONS A2.1 GROUND LEVEL FLOOR PLANS BUILDING 1 A2.2 GROUND LEVEL FLOOR PLANS BUILDING 2 A4.1 EXTERIOR ELEVATIONS BUILDING 1 A4.2 EXTERIOR ELEVATIONS BUILDING 2 C1 PRELIMINARY GRADING PLAN C2 TENTATIVE PARCEL MAP L1 CONCEPTUAL LANDSCAPE PLAN EFC SITE PHOTOMETRIC PLAN																																																		
SITE LEGEND	<p>LANDSCAPE AREA CONCRETE PAVING ASPHALT PAVING DECORATIVE CONCRETE FIRE HYDRANT STREET LIGHT PATH OF TRAVEL PROPERTY LINE DOCK HIGH DOOR DRIVE THRU. DOOR STANDARD PARKING STALL PER CITY REQUIREMENTS</p> <p>*PARKING SPACES SHALL BE CLEARLY OUTLINED WITH WHITE DOUBLE LINES ON THE SURFACE OF THE PARKING FACILITY (THREE-INCH LINE - SIX INCH SPACE - THREE-INCH LINE) FOR A TOTAL OF TWELVE (12) INCHES OR AS OTHERWISE SPECIFIED BY THE BUILDING OFFICIAL.</p>																																																		
SITE PLAN GENERAL NOTES	1. THE SITE PLAN SHALL MEET ALL ENGINEERING & NPDES REQUIREMENTS. 2. GENERAL CONTRACTOR TO REVIEW THE SOILS REPORT AND ALL AMENDMENTS LISTED ON THE TITLE SHEET AND FOLLOW ALL RECOMMENDATIONS. 3. U.O.N. ALL DIMENSIONS TO CONCRETE WALLS AND CURBS ARE EITHER TO THE CENTER (SHOWN WITH A CENTERLINE) OR FACE OF THE WALL OR CURB. ALL DIMENSIONS TO FRAMED WALLS ARE EITHER TO THE CENTER LINE OF THE WALL FRAMING (SHOWN WITH A CENTERLINE) OR THE FACE OF THE WALL FINISH. 4. REFER TO CIVIL AND MEP PLANS TO CONFIRM UTILITY INFORMATION SHOWN ON THE ARCHITECT'S SITE PLAN AND FOR ADDITIONAL UTILITY INFORMATION. GENERAL CONTRACTOR TO COORDINATE ALL POINTS OF CONNECTION. 5. REFER TO CIVIL DRAWINGS FOR ALL FINISHED GRADES AND SLOPES. ALL FINISHED GRADES TO PROVIDE POSITIVE DRAINAGE AWAY FROM THE BUILDING. GENERAL CONTRACTOR TO FIELD VERIFY. 6. ALL ACCESSIBLE ROUTES IDENTIFIED ON THE SITE PLAN DRAWINGS SHALL CONFORM TO THE FOLLOWING: a) SLOPES IN THE DIRECTION OF TRAVEL DO NOT EXCEED 5% CROSS SLOPES b) DO NOT EXCEED 2% c) CHANGES IN LEVEL UP TO 1/2" COMPLY W/ 11A02.1. CHANGES IN LEVEL GREATER THAN 1/2" IF THEY OCCUR ARE RAMPED. SEE PLANS d) THE VERTICAL CLEARANCE ALONG THE ACCESSIBLE ROUTE IS 80" MIN. 7. ALL PAVED AND LANDSCAPED AREAS TO BE BOUND BY A MIN. 6" HIGH, 6" WIDE CONCRETE CURB U.O.N. 8. A CONCRETE MOW STRIP EXTENDING 12" BEYOND EA END OF THE OPENING SHALL BE PROVIDED @ ALL EXTERIOR GLAZING WHERE THE SILL IS WITHIN 3' VERTICAL OF THE FINISHED GRADE. SEE 21A1.1 9. PROVIDE PIPE BOLLARD PROTECTION POSTS AS REQUIRED BY UTILITY COMPANIES AND OR FIRE AUTHORITIES AT ALL EXTERIOR ELECTRICAL EQUIPMENT AND FIRE PREVENTION DEVICES. IF PIPE BOLLARD PROTECTION POST DETAILS ARE NOT PROVIDED BY UTILITY COMPANIES AND OR FIRE AUTHORITY SEE DETAIL 3/A1.1 10. ALL EXPOSED BIOTENSION DEVICE COVERINGS SHALL BE PAINTED FOREST GREEN. 11. WHERE OCCURS, GENERAL CONTRACTOR TO PROVIDE FLUID APPLIED DAMP PROOFING AT ALL RETAINING AND PLANTER WALLS WHERE THE SIDE OF THE WALL OPPOSITE THE SOIL SIDE IS EXPOSED TO VIEW AND ALL EXTERIOR WALLS WHERE THE ADJACENT FLOOR SLAB IS BELOW GRADE. SEE 19/A01.1																																																		
PROJECT INFORMATION	<table border="1"> <tr> <td colspan="3">PROJECT INFORMATION ENT</td> <td>06.24.2023</td> </tr> <tr> <td>GROSS SITE AREA</td> <td>165,402 SF</td> <td></td> <td>3.80 AC</td> </tr> <tr> <td>TOTAL BUILDING AREA</td> <td></td> <td></td> <td>69,369 SF</td> </tr> <tr> <td>NET FAR</td> <td></td> <td></td> <td>41.9%</td> </tr> <tr> <td>MAX FAR</td> <td></td> <td></td> <td>100%</td> </tr> <tr> <td>ZONING</td> <td>BPX (BUSINESS PARK MIX USE)</td> <td></td> <td></td> </tr> <tr> <td>STREET SETBACK</td> <td>20'</td> <td></td> <td></td> </tr> <tr> <td>INTERIOR SIDE/REAR</td> <td>3'</td> <td></td> <td></td> </tr> <tr> <td>MAX BUILDING HEIGHT</td> <td></td> <td></td> <td>70'</td> </tr> <tr> <td>CONSTRUCTION TYPE</td> <td></td> <td></td> <td>III-B</td> </tr> <tr> <td>LANDSCAPE REQUIRED</td> <td>10%</td> <td>16,540 SF</td> <td></td> </tr> <tr> <td>LANDSCAPE PROVIDED</td> <td>13.8%</td> <td>22,880 SF</td> <td></td> </tr> </table>	PROJECT INFORMATION ENT			06.24.2023	GROSS SITE AREA	165,402 SF		3.80 AC	TOTAL BUILDING AREA			69,369 SF	NET FAR			41.9%	MAX FAR			100%	ZONING	BPX (BUSINESS PARK MIX USE)			STREET SETBACK	20'			INTERIOR SIDE/REAR	3'			MAX BUILDING HEIGHT			70'	CONSTRUCTION TYPE			III-B	LANDSCAPE REQUIRED	10%	16,540 SF		LANDSCAPE PROVIDED	13.8%	22,880 SF			
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BUILDING 2	<table border="1"> <tr> <td>BUILDING AREA</td> <td>32,526 SF</td> </tr> <tr> <td>FOOTPRINT</td> <td>31,026 SF</td> </tr> <tr> <td>WAREHOUSE</td> <td>29,526 SF</td> </tr> <tr> <td>OFFICE</td> <td>1,500 SF</td> </tr> <tr> <td>MEZZANINE</td> <td>1,500 SF</td> </tr> <tr> <td>OFFICE</td> <td>1,500 SF</td> </tr> </table>	BUILDING AREA	32,526 SF	FOOTPRINT	31,026 SF	WAREHOUSE	29,526 SF	OFFICE	1,500 SF	MEZZANINE	1,500 SF	OFFICE	1,500 SF																																						
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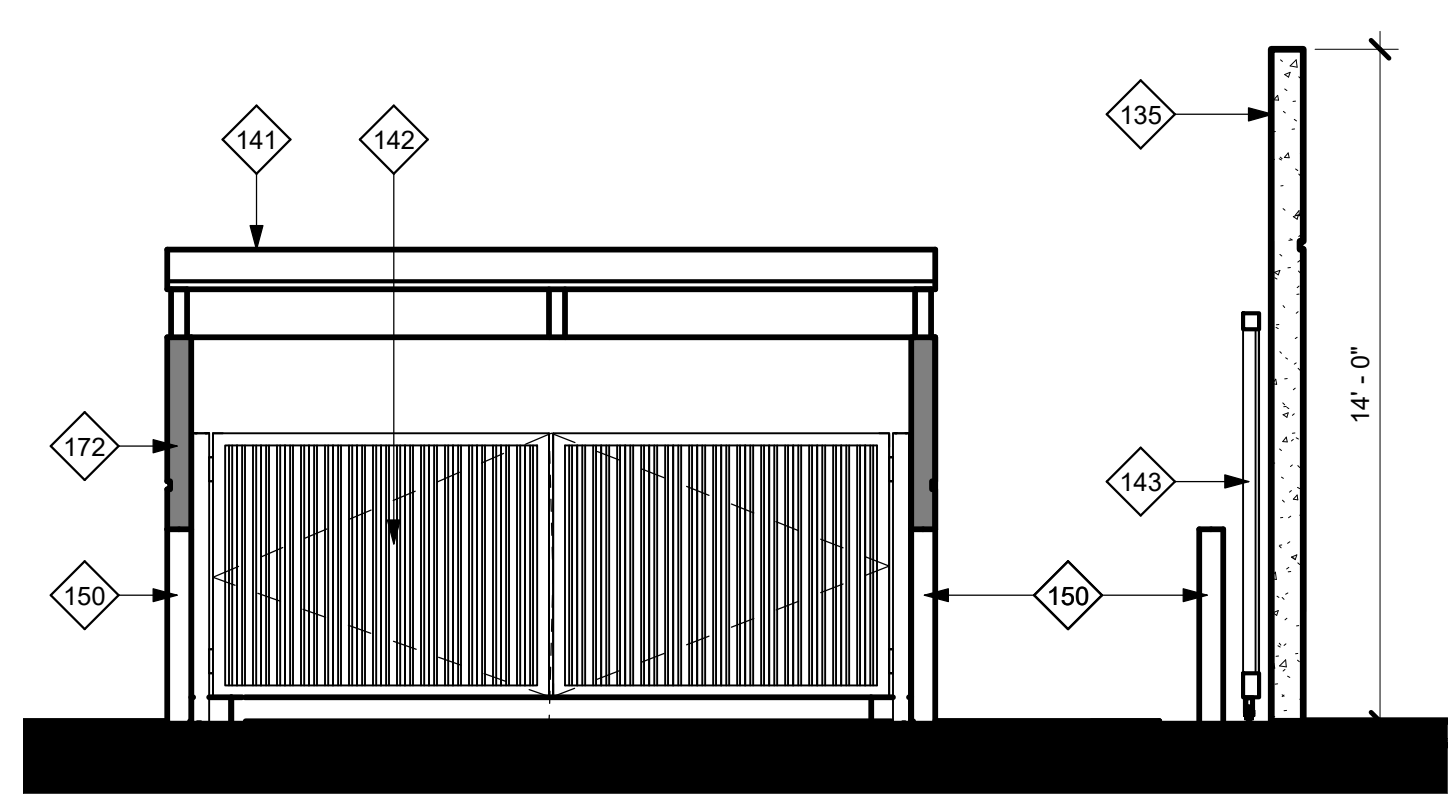
1 PROPOSED SITE PLAN
1" = 30'-0"



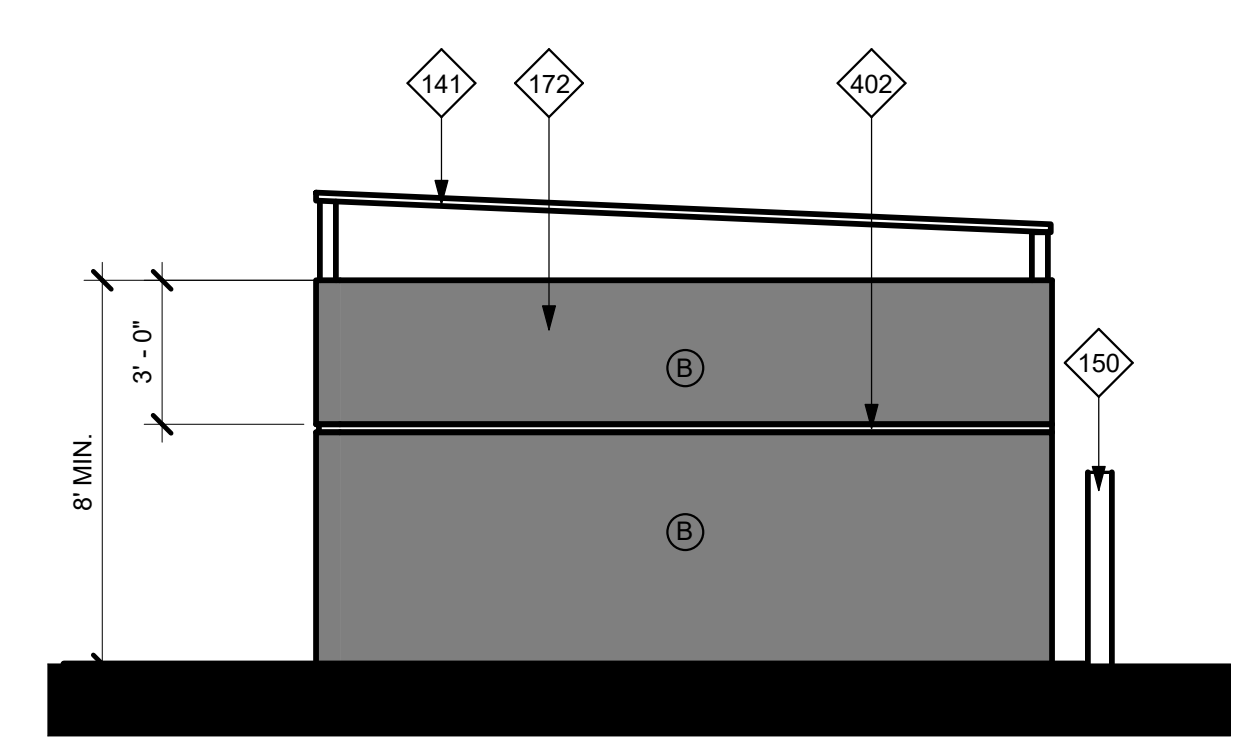
1 ENLARGED SITE PLAN BUILDING 1
1/8" = 1'-0"



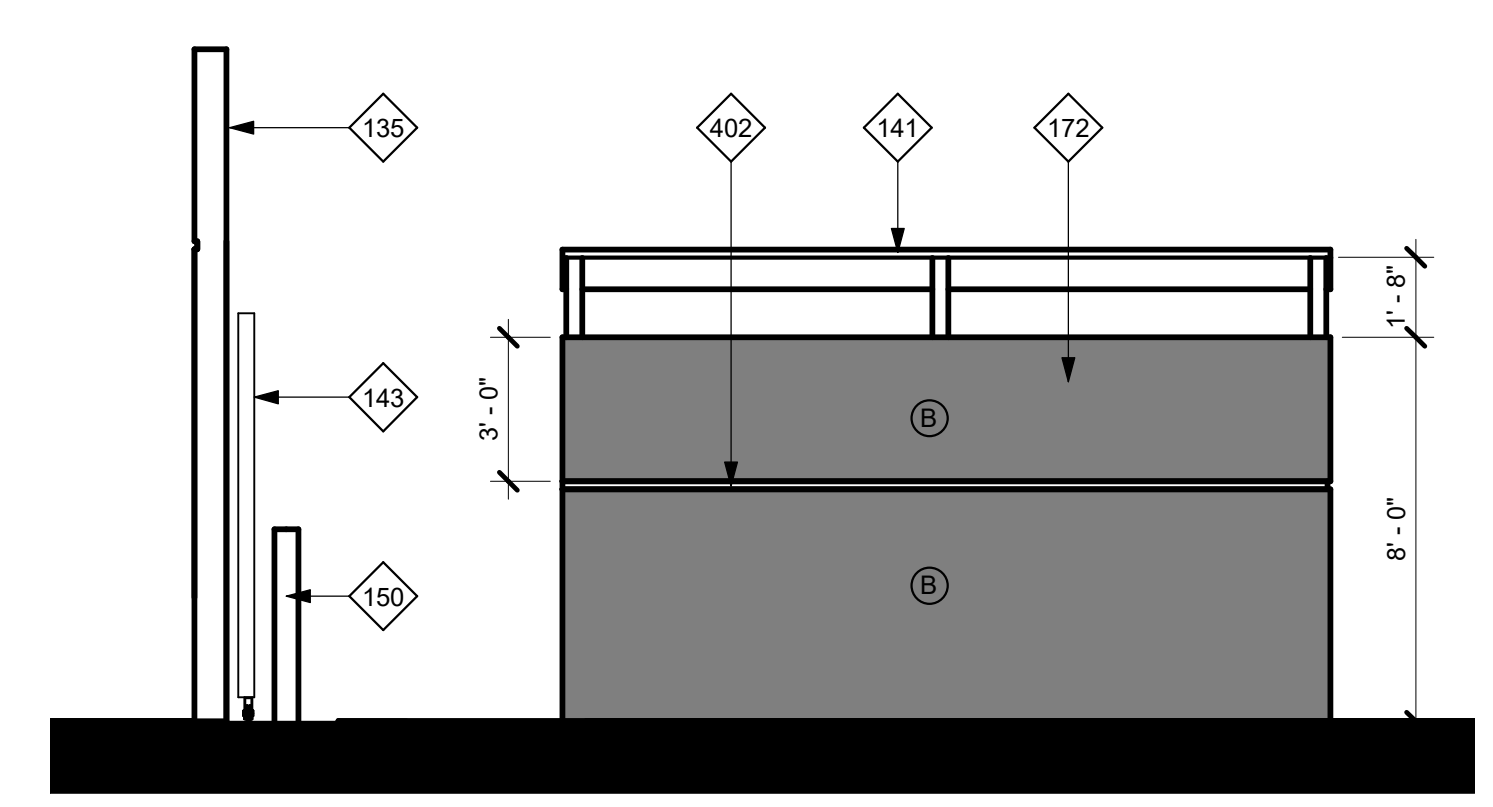
2 ENLARGED TRASH ENCLOSURE PLAN B1
1/4" = 1'-0"



3 TRASH ENCLOSURE ELEVATION FRONT BUILDING 1
1/4" = 1'-0"



4 TRASH ENCLOSURE ELEVATION SIDE BUILDING 1
1/4" = 1'-0"



5 TRASH ENCLOSURE ELEVATION REAR BUILDING 1
1/4" = 1'-0"

KEYNOTES

- PROPERTY LINE.
- @ SHADING, PROPOSED LANDSCAPED AREA. SEE LANDSCAPING PLANS.
- (N) TRANSFORMER LOCATION.
- FUTURE EV CHARGING ONLY PARKING STALL. MATCH STANDARD STALL DEPTH. PROVIDE FOR FUTURE INSTALLATION OF CHARGING EQUIPMENT.
- ACCESSIBLE SITE ENTRANCE SIGN.
- STANDARD ACCESSIBLE PARKING STALL. 9'-0" WIDE x DEPTH OF STANDARD STALL.
- VAN ACCESSIBLE PARKING STALL. 12'-0" WIDE x DEPTH OF STANDARD STALL.
- FUTURE VAN ACCESSIBLE EV CHARGING ONLY PARKING STALL. 12'-0" WIDE x DEPTH OF STANDARD STALL. PROVIDE FOR FUTURE INSTALLATION OF CHARGING EQUIPMENT.
- TRUNCATED DOME DETECTABLE WARNING SURFACE. MIN 3'-0" DEEP IN THE DIRECTION OF TRAVEL.
- PRECAST CONCRETE WHEEL STOP.
- ZERO CURB FACE.
- CURB RAMP. 8.33% MAX SLOPE w/ 2% MAX CROSS SLOPE.
- EXTERIOR CONCRETE LANDING.
- CONCRETE TILT-UP SCREEN WALL. MIN HEIGHT X ABOVE HIGHEST ADJACENT FINISHED GRADE. PAINT BOTH SIDES AND TOP OF WALL. SEE PLANS FOR COLOR SCHEDULE.
- PAINTED STEEL ROOF COVERING. HSS COLUMNS, HSS BEAMS, AND METAL DECK ROOFING.
- PAINTED STEEL TRASH ENCLOSURE GATES. ALIGN TOP OF GATES WITH TOP OF ADJACENT ENCLOSURE WALL.
- PAINTED STEEL ROLLING GATES(S). MIN HEIGHT X ABOVE HIGHEST ADJACENT FINISHED GRADE. PROVIDE KNOX BOX AS REQUIRED BY FIRE AUTHORITY.
- PAINTED STEEL SWINGING PEDESTRIAN GATE. WHEN OCCURS IN TUBE STEEL FENCE. ALIGN TOP W/ FENCE HEIGHT. WHEN OCCURS IN CONCRETE SCREEN WALL, U.O.N. ALIGN TOP W/ SCREEN WALL HEIGHT. PROVIDE KNOX BOX AS REQUIRED BY FIRE AUTHORITY.
- 2 POSITION BIKE RACK.
- STEEL PIPE BOLLARD PROTECTION POST.
- ACCESSIBLE BUILDING ENTRANCE.
- FUTURE EVCS CHARGING EQUIPMENT.
- 6" x 8" CONCRETE CURB.
- CONCRETE TILT-UP TRASH ENCLOSURE WALL. MIN HEIGHT 6'-0" ABOVE HIGHEST ADJACENT FINISHED GRADE. PAINT BOTH SIDES AND TOP OF WALL. SEE PLANS FOR COLOR SCHEDULE.
- WALL REVEAL.

SITE LEGEND

- LANDSCAPE AREA
- CONCRETE PAVING
- ASPHALT PAVING
- DECORATIVE CONCRETE
- FIRE HYDRANT
- STREET LIGHT
- PATH OF TRAVEL
- PROPERTY LINE
- DOCK HIGH DOOR
- DRIVE THRU DOOR
- STANDARD PARKING STALL PER CITY REQUIREMENTS

*PARKING SPACES SHALL BE CLEARLY OUTLINED WITH WHITE DOUBLE LINES ON THE SURFACE OF THE PARKING FACILITY (THREE-INCH LINE - SIX INCH SPACE - THREE-INCH LINE) FOR A TOTAL OF TWELVE (12) INCHES OR AS OTHERWISE SPECIFIED BY THE BUILDING OFFICIAL.

EXTERIOR COLOR SCHEDULE

(A)	EXTERIOR PAINT COLOR: SW 7004 SNOWBOUND
(B)	EXTERIOR PAINT COLOR: SW 7674 PEPPERCORN
(C)	EXTERIOR MURAL TBD; SPECIAL COATING MAY BE REQUIRED.
(D)	ACM PANEL COLOR: BLACK ANODIZED ALUMINUM
(E)	EXTERIOR STOREFRONT FRAMING COLOR: BLACK ANODIZED ALUMINUM
(F)	EXTERIOR GLASS COLOR FOR SINGLE GLAZING & EXTERIOR LAYER OF INSULATED GLASS: VISTACOLOR, PACIFICA
(G)	EXTERIOR GLASS COLOR FOR THE INNER LAYER OF INSULATED GLASS: CLEAR GLASS
(H)	EXTERIOR PAINT COLOR: SW 7036 VIRTUAL TAUPE

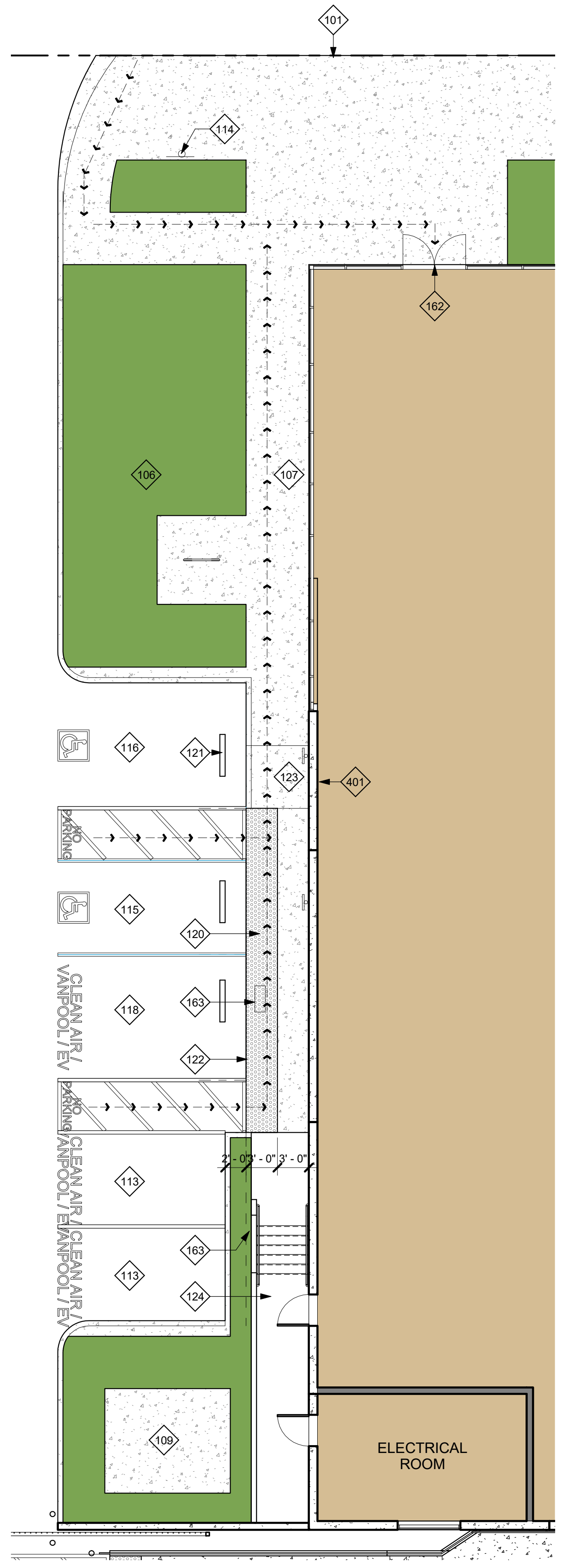
- NOTES:**
- PAINT MAN DOORS, STAIR & RAMP GUARD WALLS, GUARD RAILS, DOWN SPOUTS, & LOUVERS TO MATCH ADJACENT BUILDING WALL COLOR. U.O.N.
 - U.O.N., EXTERIOR SIDE OF TRUCK DOORS TO BE PRE-FINISHED WITH MANUFACTURER'S WHITE. INTERIOR SIDE TO BE PRE-FINISHED WITH MANUFACTURER'S LIGHT GRAY.
 - POWER WASH EXTERIOR CONCRETE WALLS PRIOR TO PAINTING TO REMOVE ALL CHEMICALS AND DIRT THAT WILL IMPEDE THE PRIMER COAT FROM ADHERING TO THE WALLS.
 - PAINT EXTERIOR WALLS w/ 1-COAT SPRAYED AND BACK ROLLED ACRYLIC FLAT PRIMER AND 2-COATS SPRAYED-ON FLAT FINISH IN THE FINAL WALL COLOR. ALL PAINTS TO BE AS SPECIFIED BY THE MANUFACTURER FOR CONCRETE TILT UP WALL PANELS. FINISHED JOB SHALL BE SMOOTH AND FREE OF LAPPING AND OR STREAKING, REGARDLESS OF THE COLOR.
 - EXCEPT WHERE NOTED OTHERWISE ON THE PLANS ALL PANEL JOINTS SHALL BE CAULKED PER DETAIL 1A04.1.
 - PAINT CONCRETE BEHIND ANY OPEN TRELLIS WORK THE COLOR OF THE ADJACENT WALL.
 - @ SOLID BROWS WITH GLAZING DIRECTLY ABOVE OR BELOW. PAINT THE EXPOSED WALL CHAMFER JUST ABOVE OR BELOW THE BROW TO MATCH THE BROW COLOR.



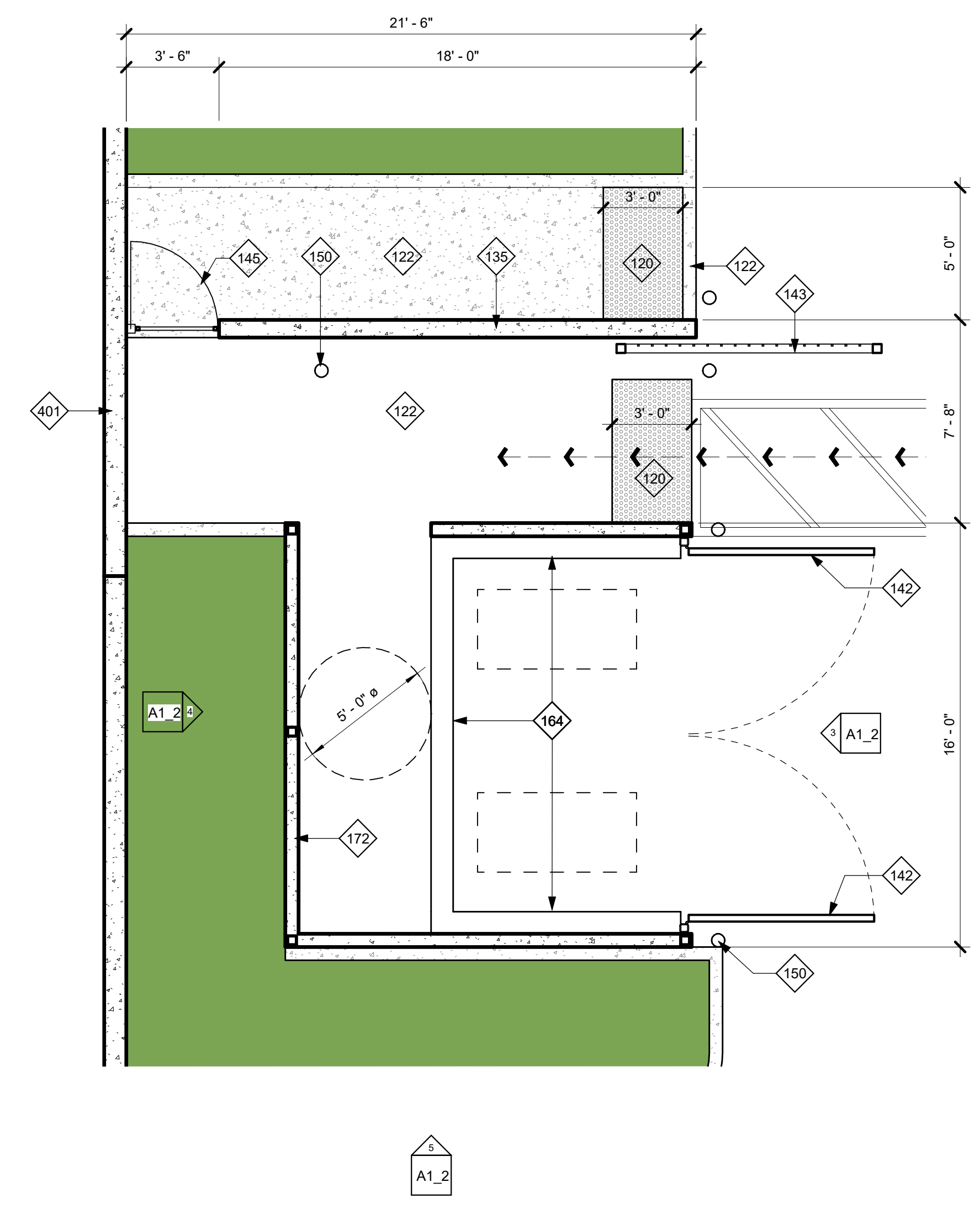
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ENLARGED
SITE PLANS

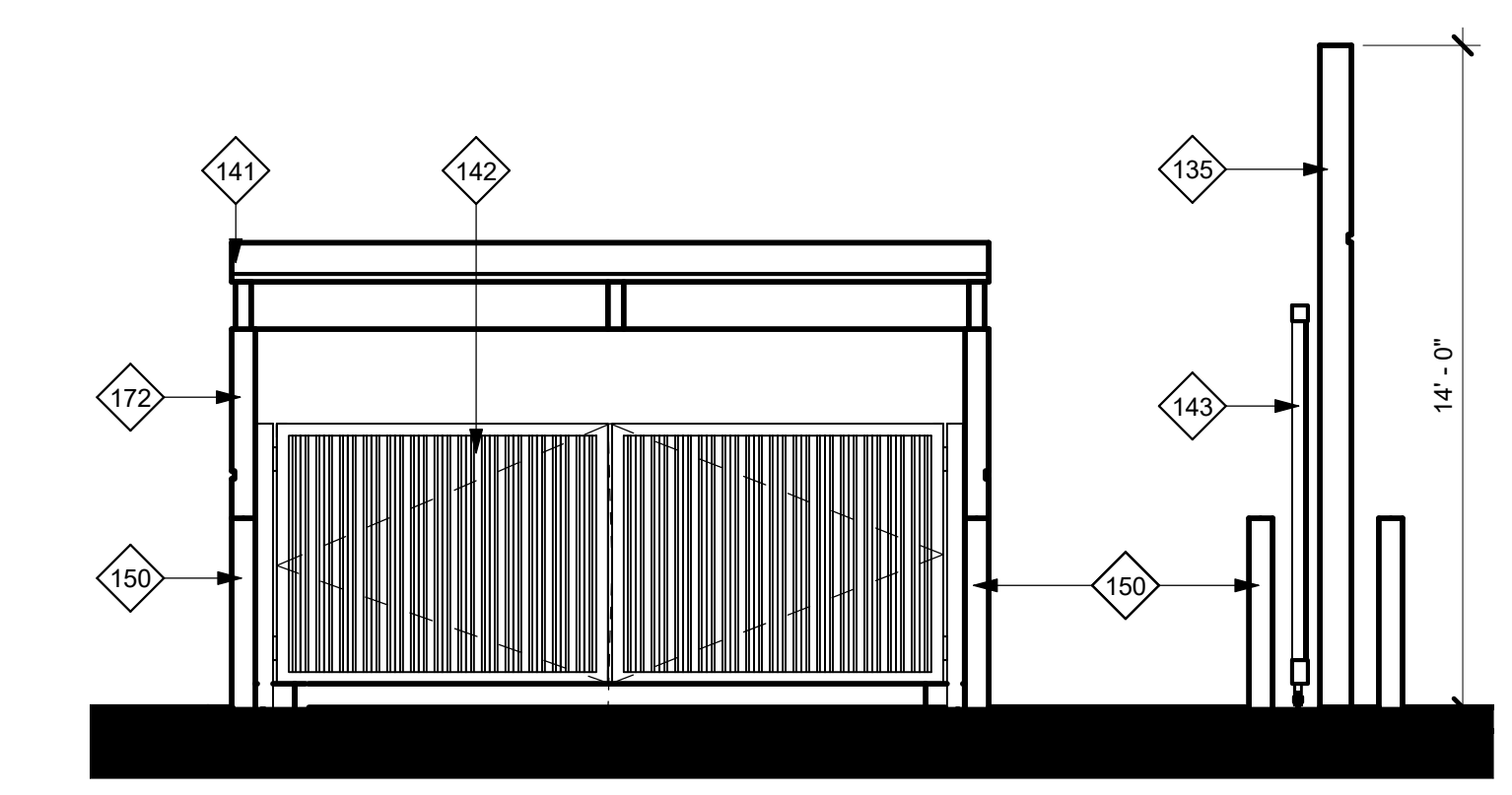
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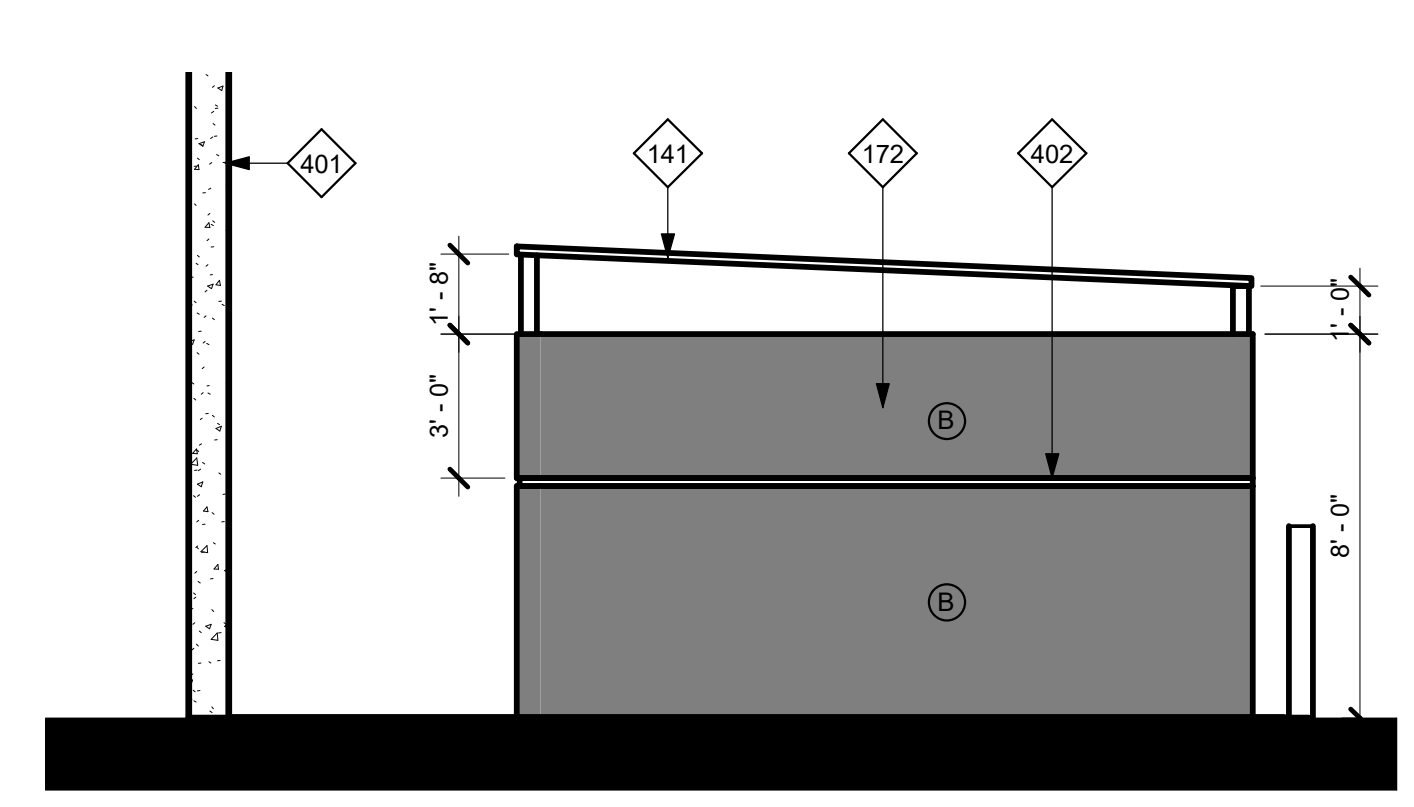
1 ENLARGED SITE PLAN BUILDING 2
1/8" = 1'-0"



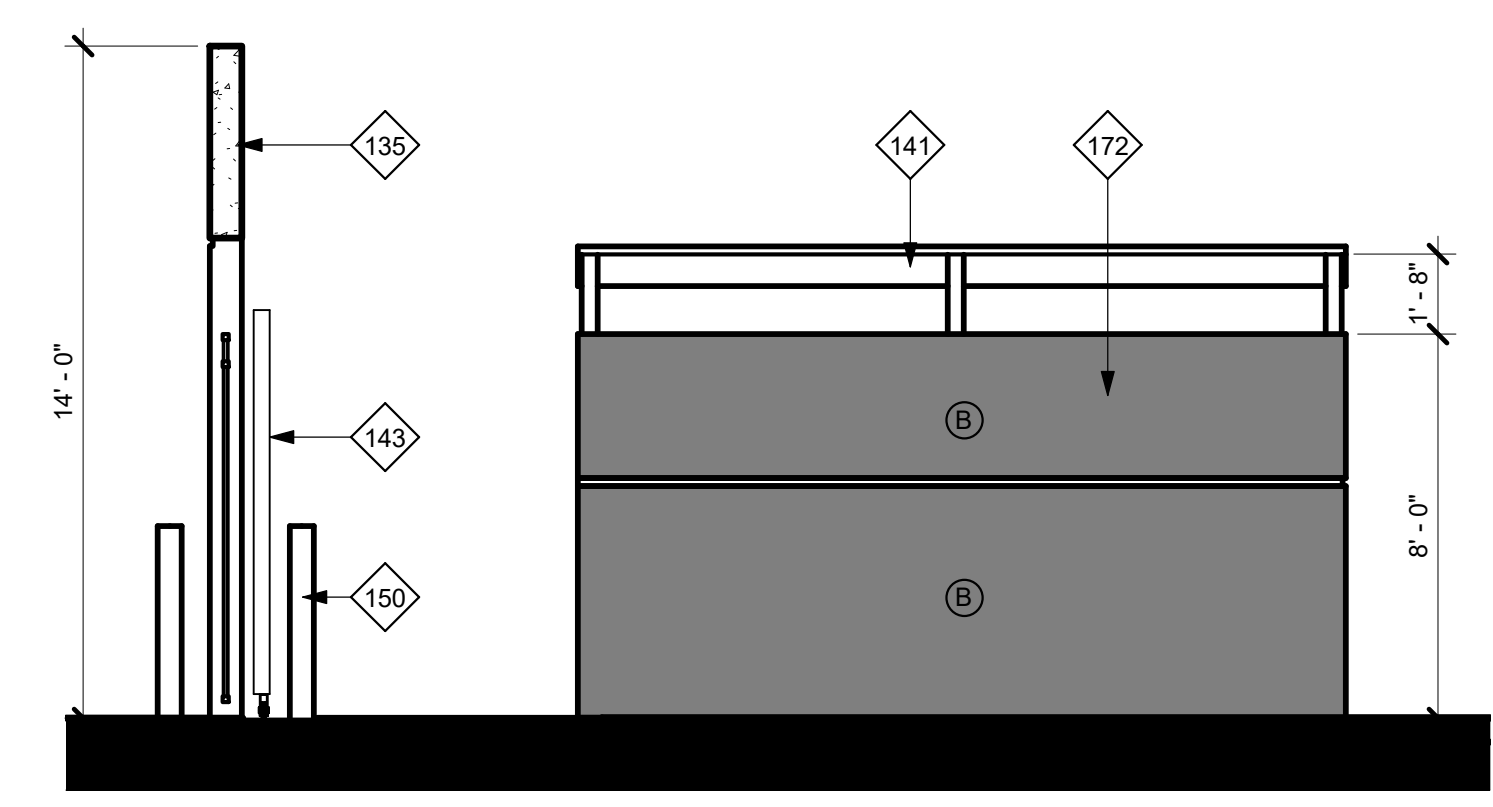
2 ENLARGED TRASH ENCLOSURE PLAN BUILDING 2
1/4" = 1'-0"



3 TRASH ENCLOSURE ELEVATION FRONT BUILDING 2
1/4" = 1'-0"



5 TRASH ENCLOSURE ELEVATION SIDE BUILDING 2
1/4" = 1'-0"



4 TRASH ENCLOSURE ELEVATION REAR BUILDING 2
1/4" = 1'-0"

KEYNOTES

- PROPERTY LINE.
- @ SHADING, PROPOSED LANDSCAPED AREA. SEE LANDSCAPING PLANS.
- (N) SIDEWALK.
- (N) TRANSFORMER LOCATION.
- FUTURE EV CHARGING ONLY PARKING STALL. MATCH STANDARD STALL DEPTH. PROVIDE FOR FUTURE INSTALLATION OF CHARGING EQUIPMENT.
- ACCESSIBLE SITE ENTRANCE SIGN.
- STANDARD ACCESSIBLE PARKING STALL. 9'-0" WIDE X DEPTH OF STANDARD STALL.
- VAN ACCESSIBLE PARKING STALL. 12'-0" WIDE X DEPTH OF STANDARD STALL.
- FUTURE VAN ACCESSIBLE EV CHARGING ONLY PARKING STALL. 12'-0" WIDE X DEPTH OF STANDARD STALL. PROVIDE FOR FUTURE INSTALLATION OF CHARGING EQUIPMENT.
- TRUNCATED DOME DETECTABLE WARNING SURFACE. MIN 3'-0" DEEP IN THE DIRECTION OF TRAVEL.
- PRECAST CONCRETE WHEEL STOP.
- ZERO CURB FACE.
- CURB RAMP: 8.33% MAX SLOPE w/ 2% MAX CROSS SLOPE.
- EXTERIOR CONCRETE LANDING.
- CONCRETE TILT-UP SCREEN WALL. MIN HEIGHT X ABOVE HIGHEST ADJACENT FINISHED GRADE. PAINT BOTH SIDES AND TOP OF WALL. SEE PLANS FOR COLOR SCHEDULE.
- PAINTED STEEL ROOF COVERING. HSS COLUMNS, HSS BEAMS, AND METAL DECK ROOFING.
- PAINTED STEEL TRASH ENCLOSURE GATES. ALIGN TOP OF GATES WITH TOP OF ADJACENT ENCLOSURE WALL.
- PAINTED STEEL ROLLING GATE(S). MIN HEIGHT X ABOVE HIGHEST ADJACENT FINISHED GRADE. PROVIDE KNOX BOX AS REQUIRED BY FIRE AUTHORITY.
- PAINTED STEEL SWINGING PEDESTRIAN GATE. WHEN OCCURS IN TUBE STEEL FENCE, ALIGN TOP W/ FENCE HEIGHT. WHEN OCCURS IN CONCRETE SCREEN WALL, U.O.N., ALIGN TOP W/ SCREEN WALL HEIGHT. PROVIDE KNOX BOX AS REQUIRED BY FIRE AUTHORITY.
- STEEL PIPE BOLLARD PROTECTION POST.
- ACCESSIBLE BUILDING ENTRANCE.
- FUTURE EVCS CHARGING EQUIPMENT.
- 6" x 8" CONCRETE CURB.
- CONCRETE TILT-UP TRASH ENCLOSURE WALL. MIN HEIGHT 6'-0" ABOVE HIGHEST ADJACENT FINISHED GRADE. PAINT BOTH SIDES AND TOP OF WALL. SEE PLANS FOR COLOR SCHEDULE.
- PAINTED CONCRETE TILT-UP WALL PANEL.
- WALL REVEAL.

SITE LEGEND

- LANDSCAPE AREA
- CONCRETE PAVING
- ASPHALT PAVING
- DECORATIVE CONCRETE
- FIRE HYDRANT
- STREET LIGHT
- PATH OF TRAVEL
- PROPERTY LINE
- DOCK HIGH DOOR
- DRIVE THRU. DOOR
- STANDARD PARKING STALL PER CITY REQUIREMENTS

*PARKING SPACES SHALL BE CLEARLY OUTLINED WITH WHITE DOUBLE LINES ON THE SURFACE OF THE PARKING FACILITY (THREE-INCH LINE - SIX INCH SPACE - THREE-INCH LINE) FOR A TOTAL OF TWELVE (12) INCHES OR OTHERWISE SPECIFIED BY THE BUILDING OFFICIAL.

EXTERIOR COLOR SCHEDULE

- (A) EXTERIOR PAINT
COLOR: SW 7004 SNOWBOUND
- (B) EXTERIOR PAINT
COLOR: SW 7674 PEPPERCORN
- (C) EXTERIOR MURAL
TBD; SPECIAL COATING MAY BE REQUIRED.
- (D) ACM PANEL COLOR:
BLACK ANODIZED ALUMINUM
- (E) EXTERIOR STOREFRONT FRAMING COLOR:
BLACK ANODIZED ALUMINUM
- (F) EXTERIOR GLASS COLOR FOR SINGLE GLAZING & EXTERIOR LAYER OF INSULATED GLASS: VISTACOLOR PACIFICA.
- (G) EXTERIOR GLASS COLOR FOR THE INNER LAYER OF INSULATED GLASS: CLEAR GLASS
- (H) EXTERIOR PAINT
COLOR: SW 7039 VIRTUAL TAUPE

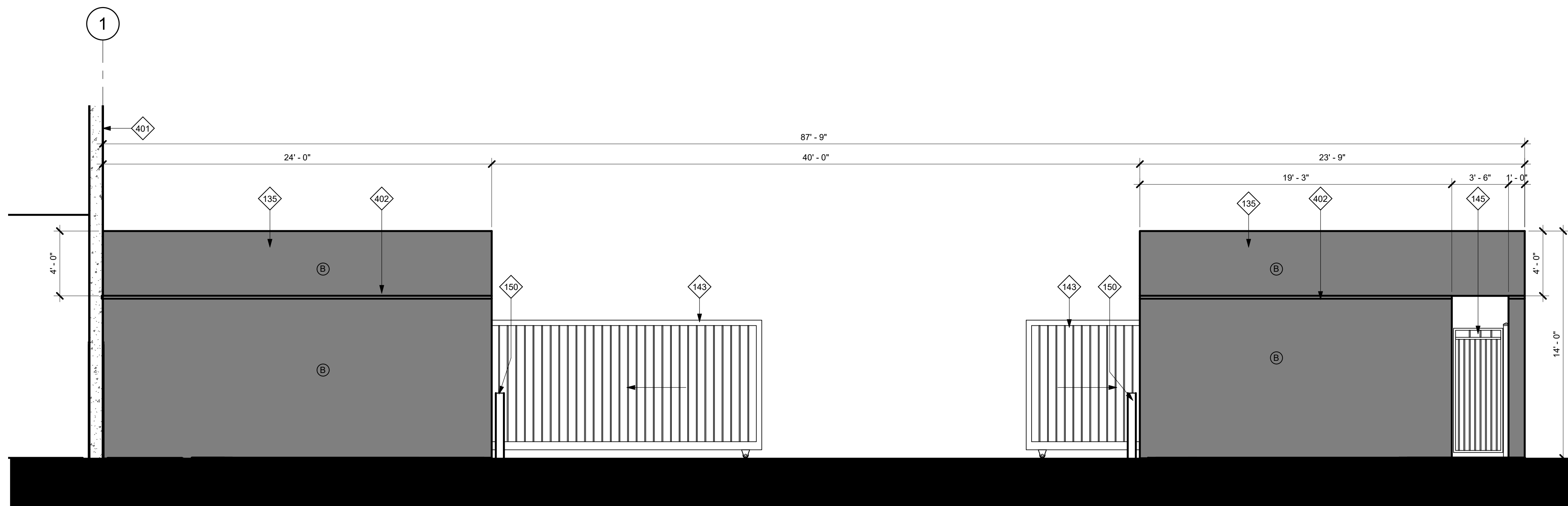
- NOTES:**
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 - EXCEPT WHERE NOTED OTHERWISE ON THE PLANS ALL PANEL JOINTS SHALL BE CALKED PER DETAIL 1/AD. 1.
 - PAINT CONCRETE BEHIND ANY OPEN TRELLIS WORK THE COLOR OF THE ADJACENT WALL.
 - @ SOLID BROWS WITH GLAZING DIRECTLY ABOVE OR BELOW, PAINT THE EXPOSED WALL CHAMFER JUST ABOVE OR BELOW THE BROW TO MATCH THE BROW COLOR.



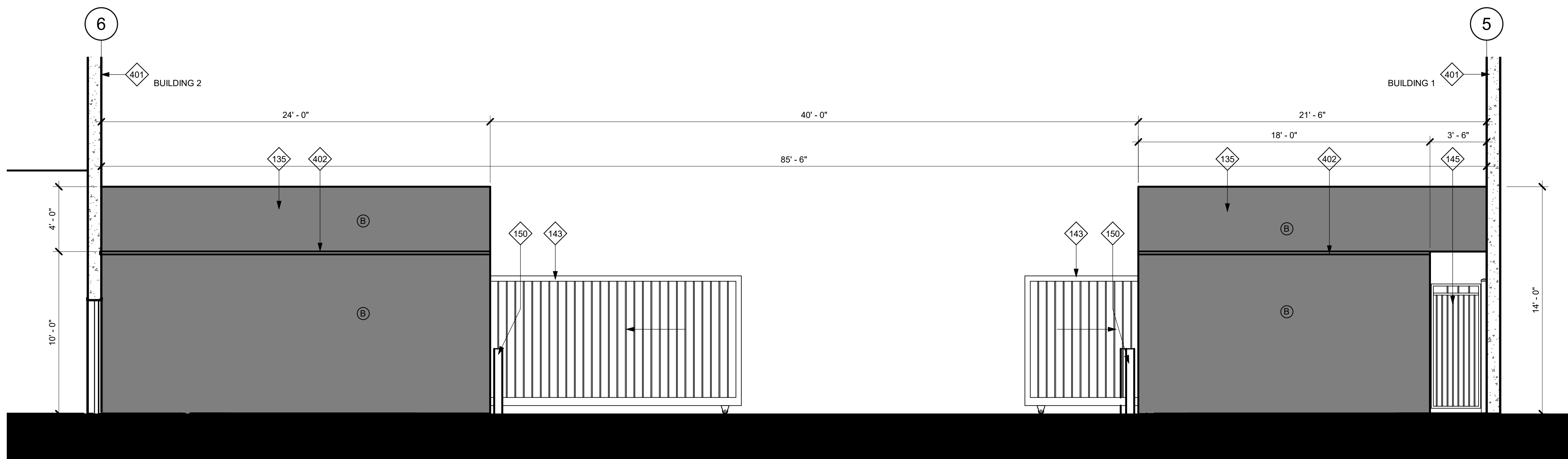
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ENLARGED
SITE PLANS

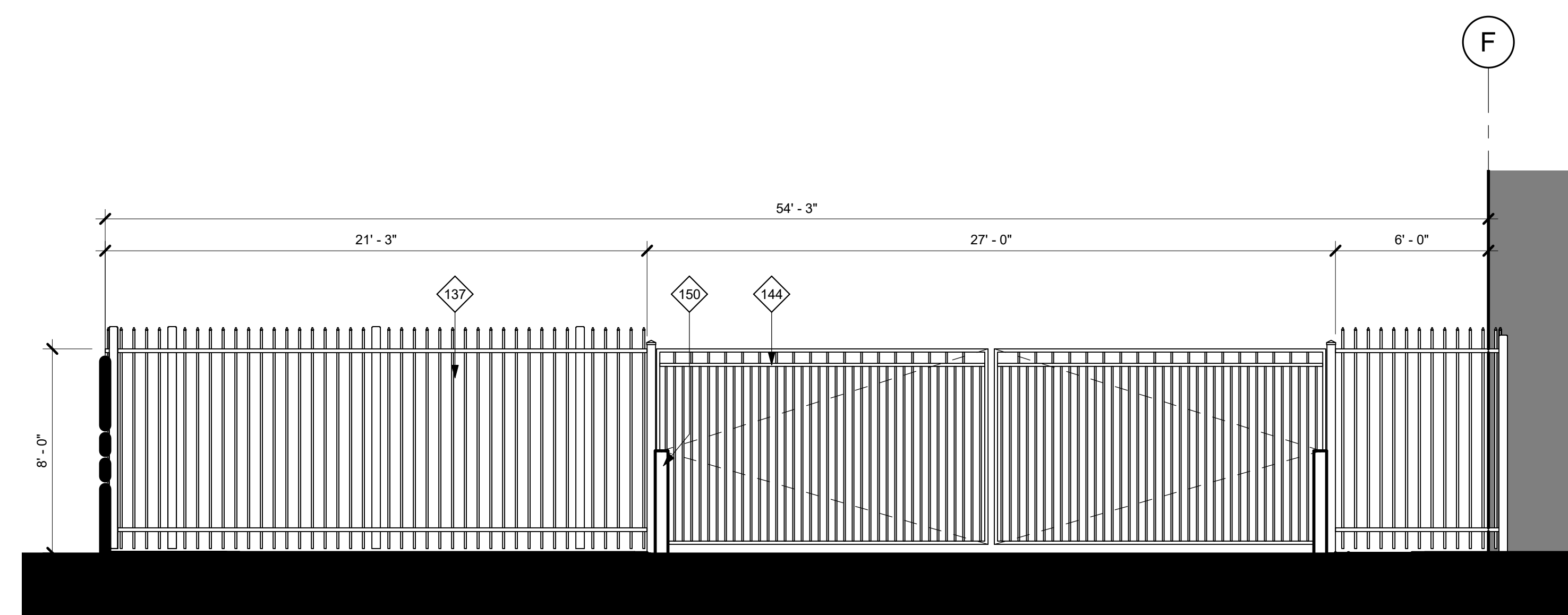
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1 GATE ELEVATION BUILDING 1
1/4" = 1'-0"



2 GATE ELEVATION BUILDING 2
1/4" = 1'-0"



3 SWING GATE ELEVATION BUILDING 1
1/4" = 1'-0"

KEYNOTES	
135	CONCRETE TILT-UP SCREEN WALL. MIN HEIGHT X ABOVE HIGHEST ADJACENT FINISHED GRADE. PAINT BOTH SIDES AND TOP OF WALL. SEE PLANS FOR COLOR SCHEDULE.
137	TUBE STEEL FENCE. MIN HEIGHT X ABOVE HIGHEST ADJACENT FINISHED GRADE.
143	PAINTED STEEL ROLLING GATE(S). MIN HEIGHT X ABOVE HIGHEST ADJACENT FINISHED GRADE. PROVIDE KNOX BOX AS REQUIRED BY FIRE AUTHORITY.
144	PAINTED STEEL SWINGING GATE(S). MIN HEIGHT X ABOVE HIGHEST ADJACENT FINISHED GRADE. PROVIDE KNOX BOX AS REQUIRED BY FIRE AUTHORITY.
145	PAINTED STEEL SWINGING PEDESTRIAN GATE. WHEN OCCURS IN TUBE STEEL FENCE, ALIGN TOP W/ FENCE HEIGHT. WHEN OCCURS IN CONCRETE SCREEN WALL, U.O.N. ALIGN TOP W/ SCREEN WALL HEIGHT. PROVIDE KNOX BOX AS REQUIRED BY FIRE AUTHORITY.
150	STEEL PIPE BOLLARD PROTECTION POST.
401	PAINTED CONCRETE TILT-UP WALL PANEL.
402	WALL REVEAL.

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NOTES:

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- EXCEPT WHERE NOTED OTHERWISE ON THE PLANS ALL PANEL JOINTS SHALL BE CAULKED PER DETAIL 1/AD4.1.
- PAINT CONCRETE BEHIND ANY OPEN TRELIS WORK THE COLOR OF THE ADJACENT WALL.
- @ SOLID BROWS WITH GLAZING DIRECTLY ABOVE OR BELOW. PAINT THE EXPOSED WALL CHAMFER JUST ABOVE OR BELOW THE BROW TO MATCH THE BROW COLOR.

SITE PLAN GENERAL NOTES

- THE SITE PLAN SHALL MEET ALL ENGINEERING & NPDES REQUIREMENTS.
- GENERAL CONTRACTOR TO REVIEW THE SOILS REPORT AND ALL AMMENDMENTS LISTED ON THE TITLE SHEET AND FOLLOW ALL RECOMMENDATIONS.
- U.O.N. ALL DIMENSIONS TO CONCRETE WALLS AND CURBS ARE EITHER TO THE CENTER (SHOWN WITH A CENTERLINE) OR FACE OF THE WALL OR CURB. ALL DIMENSIONS TO FRAMED WALLS ARE EITHER TO THE CENTER LINE OF THE WALL FRAMING (SHOWN WITH A CENTERLINE) OR THE FACE OF THE WALL FINISH.
- REFER TO CIVIL AND MEP PLANS TO CONFIRM UTILITY INFORMATION SHOWN ON THE ARCHITECTS SITE PLAN AND FOR ADDITIONAL UTILITY INFORMATION. GENERAL CONTRACTOR TO COORDINATE ALL POINTS OF CONNECTION.
- REFER TO CIVIL DRAWINGS FOR ALL FINISHED GRADES AND SLOPES. ALL FINISHED GRADES TO PROVIDE POSITIVE DRAINAGE AWAY FROM THE BUILDING. GENERAL CONTRACTOR TO FIELD VERIFY.
- ALL ACCESSIBLE ROUTES IDENTIFIED ON THE SITE PLAN DRAWINGS SHALL CONFORM TO THE FOLLOWING:
 - SLOPES IN THE DIRECTION OF TRAVEL DO NOT EXCEED 5%. CROSS SLOPES DO NOT EXCEED 2%.
 - THE CLEAR WIDTH OF ALL WALKWAYS IS 4'-0" MIN.
 - CHANGES IN LEVEL UP TO 1/2" COMPLY W/ 11/AD 2.1. CHANGES IN LEVEL GREATER THAN 1/2" IF THEY OCCUR ARE RAMPED. SEE PLANS.
 - THE VERTICAL CLEARANCE ALONG THE ACCESSIBLE ROUTE IS 80" MIN.
- ALL PAVED AND LANDSCAPED AREAS TO BE BOUND BY A MIN. 6" HIGH, 6" WIDE CONCRETE CURB U.O.N.
- A CONCRETE MOW STRIP EXTENDING 12" BEYOND EA END OF THE OPENING SHALL BE PROVIDED @ ALL EXTERIOR GLAZING WHERE THE SILL IS WITHIN 3' VERTICAL OF THE FINISHED GRADE. SEE 2/AD.1.1
- PROVIDE PIPE BOLLARD PROTECTION POSTS AS REQUIRED BY UTILITY COMPANIES AND OR FIRE AUTHORITIES AT ALL EXTERIOR ELECTRICAL EQUIPMENT AND FIRE PREVENTION DEVICES. IF PIPE BOLLARD PROTECTION POST DETAILS ARE NOT PROVIDED, BY UTILITY COMPANIES AND OR FIRE AUTHORITY SEE DETAIL 3/AD.1.1
- ALL EXPOSED BIOTENSION DEVICE COVERINGS SHALL BE PAINTED FORREST GREEN.
- WHERE OCCURS, GENERAL CONTRACTOR TO PROVIDE FLUID APPLIED DAMP PROOFING AT ALL RETAINING AND PLANTER WALLS WHERE THE SIDE OF THE WALL OPPOSITE THE SOIL SIDE IS EXPOSED TO VIEW AND ALL EXTERIOR WALLS WHERE THE ADJACENT FLOOR SLAB IS BELOW GRADE. SEE 19/AD.1.1

PATRIOT PARTNERS ALESSANDRO BLVD.
MORENO VALLEY CA

PROJECT
FOURTH PLANNING SUBMITTAL



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GATE & FENCE
ELEVATIONS

A1_3

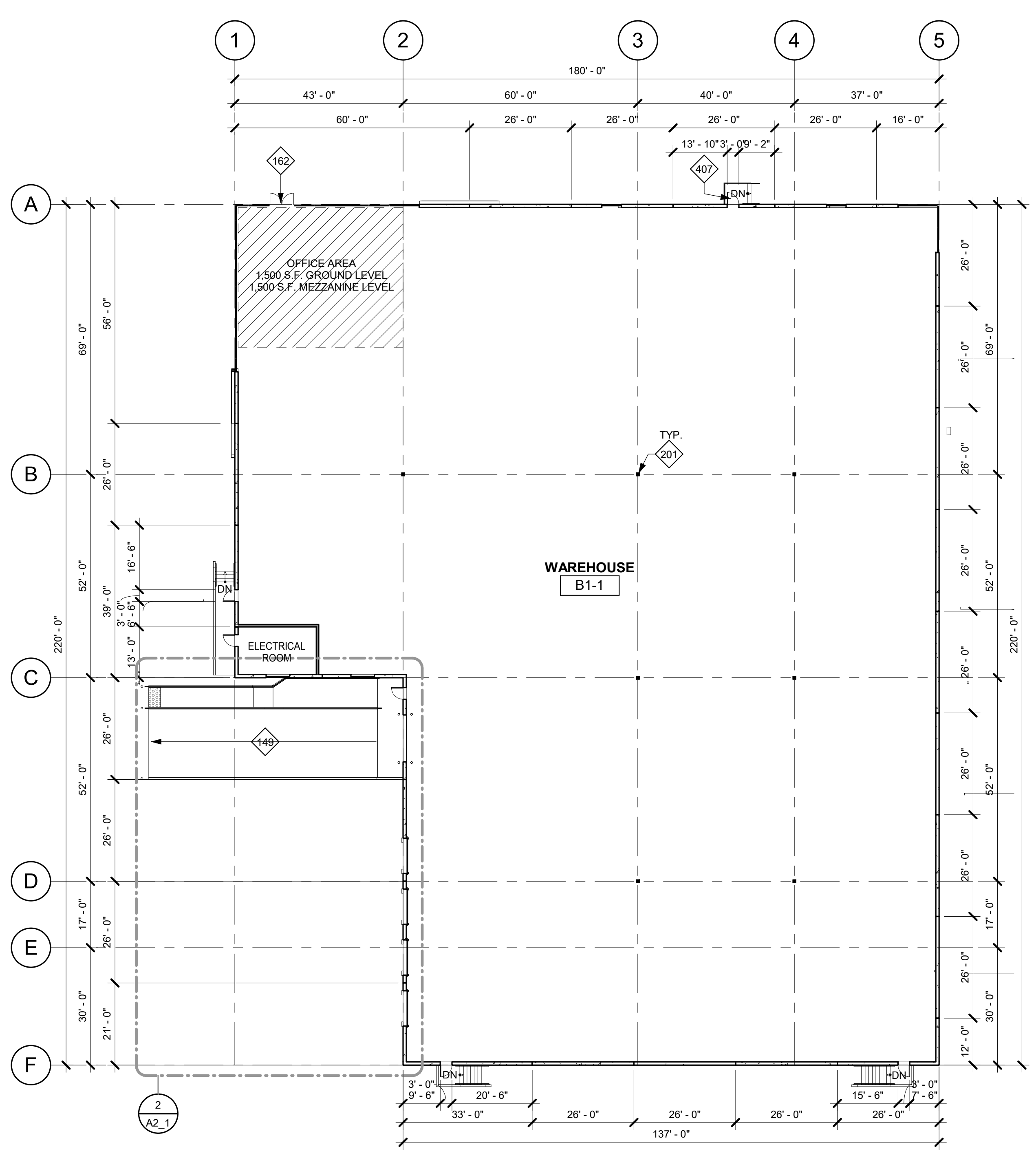
Attachment: Project Plans [Revision 1] (6133 - Patriot Industrial Development) TPN 38396 with two Industrial Buildings

KEYNOTES	
120	TRUNCATED DOME DETECTABLE WARNING SURFACE. MIN 3'-0" DEEP IN THE DIRECTION OF TRAVEL.
135	CONCRETE TILT-UP SCREEN WALL. MIN HEIGHT X ABOVE HIGHEST ADJACENT FINISHED GRADE. PAINT BOTH SIDES AND TOP OF WALL. SEE PLANS FOR COLOR SCHEDULE.
143	PAINTED STEEL ROLLING GATE(S). MIN HEIGHT X' ABOVE HIGHEST ADJACENT FINISHED GRADE. PROVIDE KNOX BOX AS REQUIRED BY FIRE AUTHORITY.
149	CONCRETE TRUCK RAMP w/ 42" HIGH CONCRETE TILT-UP GUARD ON OPEN SIDES(S). PAINT ALL SIDES OF GUARD WALLS AND HANDRAILS SEE ARCHITECTURAL DRAWINGS FOR COLOR SCHEDULE.
150	STEEL PIPE BOLLARD PROTECTION POST.
162	ACCESSIBLE BUILDING ENTRANCE.
201	STRUCTURAL BUILDING COLUMN.
407	PAINTED HOLLOW METAL PEDESTRIAN DOOR.
408	STEEL SECTIONAL OVERHEAD DOOR.

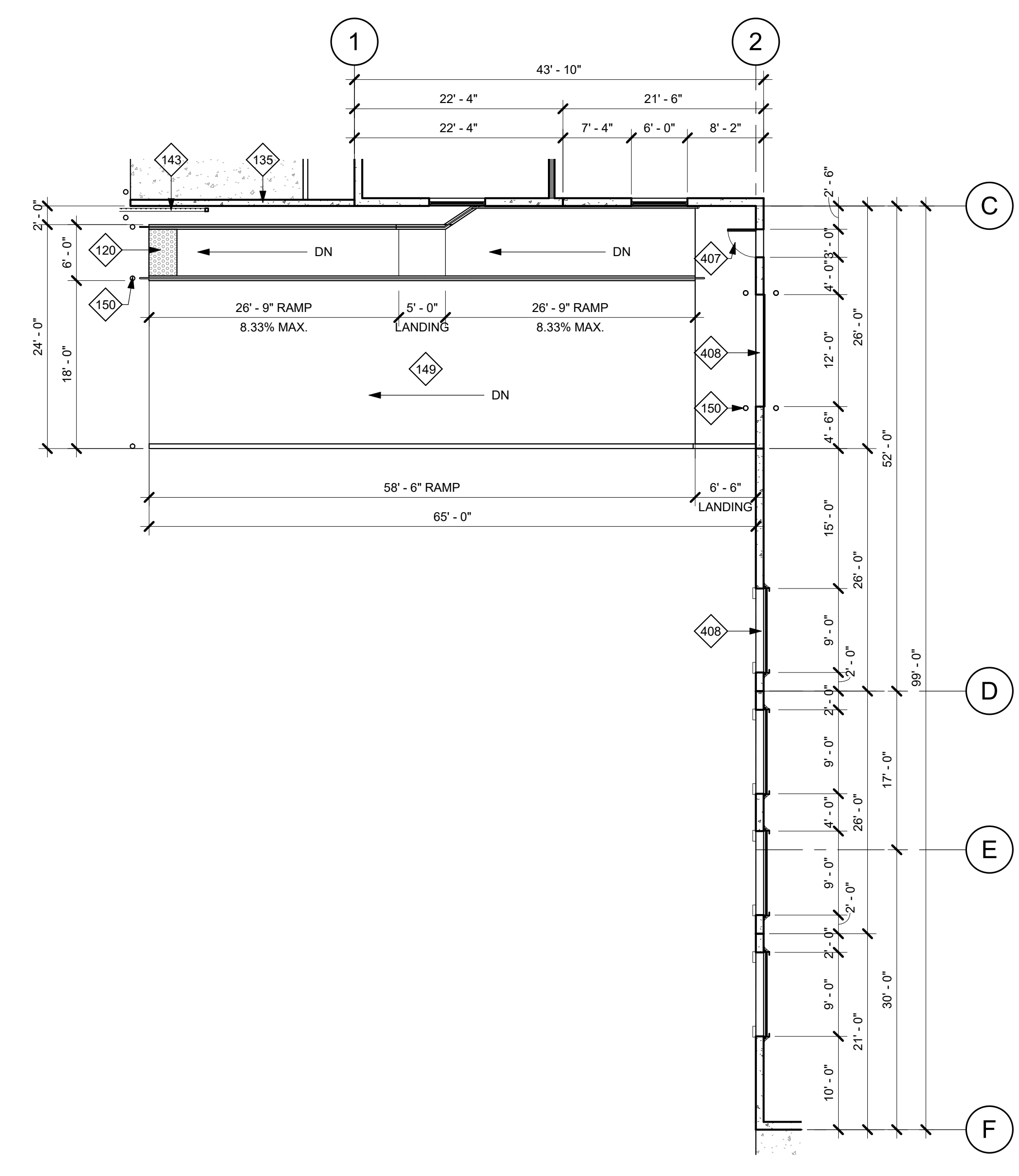
FLOOR PLAN LEGEND	
	EXTERIOR CONCRETE TILT-UP WALL PANEL OR INTERIOR CONCRETE TILT-UP MEZZANINE SHEAR WALL PANEL. SEE STRUCTURAL DRAWINGS FOR ADDITIONAL INFORMATION.
	STOREFRONT GLAZING SYSTEM. SEE ENLARGED FLOOR PLANS AND EXTERIOR ELEVATIONS FOR ADDITIONAL INFORMATION.
	METAL STUD NON-BEARING PARTITION WALL. SEE ENLARGED FLOOR PLANS & WALL TYPE SCHEDULE FOR ADDITIONAL INFORMATION.
	WOOD STUD BEARING WALL. SEE ENLARGED FLOOR PLANS & WALL TYPE SCHEDULE FOR ADDITIONAL INFORMATION.
	STRUCTURAL BUILDING COLUMNS
	PROVIDE VAPOR BARRIER UNDER PROPOSED AND/OR FUTURE OFFICE AREA FLOOR SLAB. EXTEND MIN 4" BEYOND T.I. AREA OR AS DIMENSIONED ON THE FLOOR PLAN. SEE 4/AD1.0
	FIRE SPRINKLER RISER. SEE FIRE PROTECTION PLANS AND 7/AD5.0.
	DOOR TAG. SEE SHEET A8.0 FOR DOOR SCHEDULE.
	WINDOW TAG. SEE SHEET A8.0 FOR WINDOW SCHEDULE.
	STOREFRONT TAG. SEE SHEETS A8.0.1 & A8.0.2 FOR STOREFRONT SCHEDULE.
	WALL TAG

FLOOR SLAB GENERAL NOTES	
1.	THE FLOOR SLAB THICKNESS TO BE X". SEE STRUCTURAL DRAWINGS FOR ADDITIONAL REQUIREMENTS.
2.	THE FLOOR SLAB TO BE CLASS V PER ACI 302-3R-04 TABLE 21.
3.	THE GENERAL CONTRACTOR SHALL COORDINATE WITH THE OWNER WHETHER OR NOT TO PROVIDE JOINT FILLER AT THE FLOOR SLAB CONTROL AND CONSTRUCTION JOINTS.
4.	SLOPE POUR STRIPS @ EXTERIOR PEDESTRIAN AND OVERHEAD DOORS. SEE 5, 7, & 10/AD1.1 (CRANES, CONCRETE TRUCKS, AND SIMILAR HEAVY EQUIPMENT ARE PROHIBITED ON THE FLOOR SLAB DURING CONSTRUCTION).
5.	BELOW FLOOR SLAB SOIL COMPACTION TO BE 95% MIN.
6.	TRENCH SOIL COMPACTION TO BE 90% MIN.
7.	SLAB FINISH TO BE STEEL FLOAT HARD TROWEL BURNISHED FINISH.
8.	THE GENERAL CONTRACTOR TO MAINTAIN A CLEAN FLOOR SLAB. ALL TRUCKS AND EQUIPMENT TO BE DIAPERED.
9.	ALL CONSTRUCTION MARKINGS SHALL BE REMOVED FROM THE FLOOR SLAB PRIOR TO SEALING.
10.	SEE 6/AD2.1 FOR SLAB PATCHING DETAIL.
11.	PROVIDE 10'-0" WIDE PERIMETER FLOOR POUR-STRIPS AT ALL TRUCK DOCK WALLS AND 5'-0" WIDE AT ALL OTHER WALLS UNLESS NOTED OTHERWISE ON STRUCTURAL DRAWINGS. NO UNDERGROUND PIPING, CONDUITS, ETC ALLOWED IN POUR-STRIPS AT DOCK DOORS TO ALLOW FOR CURRENT OR FUTURE RECESSED DOCK LEVELERS.
12.	ALL FLOOR SLAB NAIL OR BRACE FRAME HOLES TO BE FILLED WITH APPROVED 2-PART EPOXY COMPOUND TO MATCH CONCRETE COLOR. PEGA BOND LV 2000, BURKE EPOXY INJECTION RESIN OR =
13.	ALL FLOOR SLAB PANEL FORM NAIL HOLES TO BE PREDRILLED AND WOOD DOWELED PRIOR TO NAILING. BRACE HOLES TO BE PREDRILLED.
14.	CHAMFER AND REVEAL STRIPS ATTACHED TO THE FLOOR SLAB MUST BE PROPERLY PATCHED PRIOR TO SEALING THE FLOOR SLAB.

FLOOR PLAN GENERAL NOTES	
1.	WHERE A MEZZANINE OCCURS AND A 1" TOPPING IS CALLED OUT FOR IN THE STRUCTURAL DRAWINGS, PROVIDE A 1" THICK TOPPING OF GYP-CRETE 2000 WITH A MINIMUM STRENGTH OF 2,500 PSI.
2.	PROVIDE FIRE EXTINGUISHERS AS REQUIRED BY THE FIRE DEPARTMENT AND THE CBC/CFC. REQUIREMENTS AND LOCATIONS TO BE DETERMINED IN THE FIELD BY THE FIRE DEPARTMENT INSPECTOR.
3.	ALL PENETRATIONS THROUGH FIRE RATED PARTITIONS SHALL BE SEALED WITH APPROVED FIRE CAULKING. SEE SHTS AD2.3 & AD2.4
4.	U.O.N. ALL DIMENSIONS TO CONCRETE WALLS ARE EITHER TO THE CENTER (SHOWN WITH A CENTERLINE) OR FACE OF THE WALL. ALL DIMENSIONS TO FRAMED WALLS ARE EITHER TO THE CENTER OF THE WALL FRAMING (SHOWN WITH A CENTERLINE) OR FACE OF THE WALL FINISH.
5.	PROVIDE ILLUMINATED AND TACTILE EXIT SIGNAGE. SEE EXITING & SIGNAGE PLANS.
6.	SEE CIVIL DRAWINGS FOR ALL UTILITY POINTS OF CONNECTION. GENERAL CONTRACTOR TO VERIFY LOCATIONS.
7.	PROVIDE PIPE BOLLARD PROTECTION POSTS @ FIRE RISERS & ELECTRICAL GEAR AS REQUIRED BY THE ELECTRICAL AND FIRE PROTECTION PLANS. SEE 7/AD5.0 FOR ADDITIONAL INFORMATION.
8.	FOR REQUIRED LANDINGS @ ACCESSIBLE DOORS. SEE 11/AD2.1.
9.	NO SMOKING IS ALLOWED WITHIN 25' OF ALL BUILDING ENTRANCES, PER GREEN BUILDING STANDARD CODE DIVISION 5.504.7. POST REQUIRED SIGNAGE.
10.	U.O.N @ INTERIOR PARTITIONS. FINISHED HINGE SIDE OF JAMB TO BE 6" FROM FINISHED SURFACE OF INTERSECTING WALL.



1 GROUND LEVEL FLOOR PLANS BUILDING 1
1" = 20'-0"



2 TYPICAL DOCK DOOR SPACING PLAN B1
1" = 10'-0"



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GROUND
LEVEL FLOOR
PLANS
BUILDING 1

A2_1

KEYNOTES	
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143	PAINTED STEEL ROLLING GATE(S). MIN HEIGHT X ABOVE HIGHEST ADJACENT FINISHED GRADE. PROVIDE KNOX BOX AS REQUIRED BY FIRE AUTHORITY.
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162	ACCESSIBLE BUILDING ENTRANCE.
201	STRUCTURAL BUILDING COLUMN.
401	PAINTED CONCRETE TILT-UP WALL PANEL.
406	ALUMINUM FRAMED STOREFRONT SYSTEM.
407	PAINTED HOLLOW METAL PEDESTRIAN DOOR.
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FLOOR PLAN LEGEND

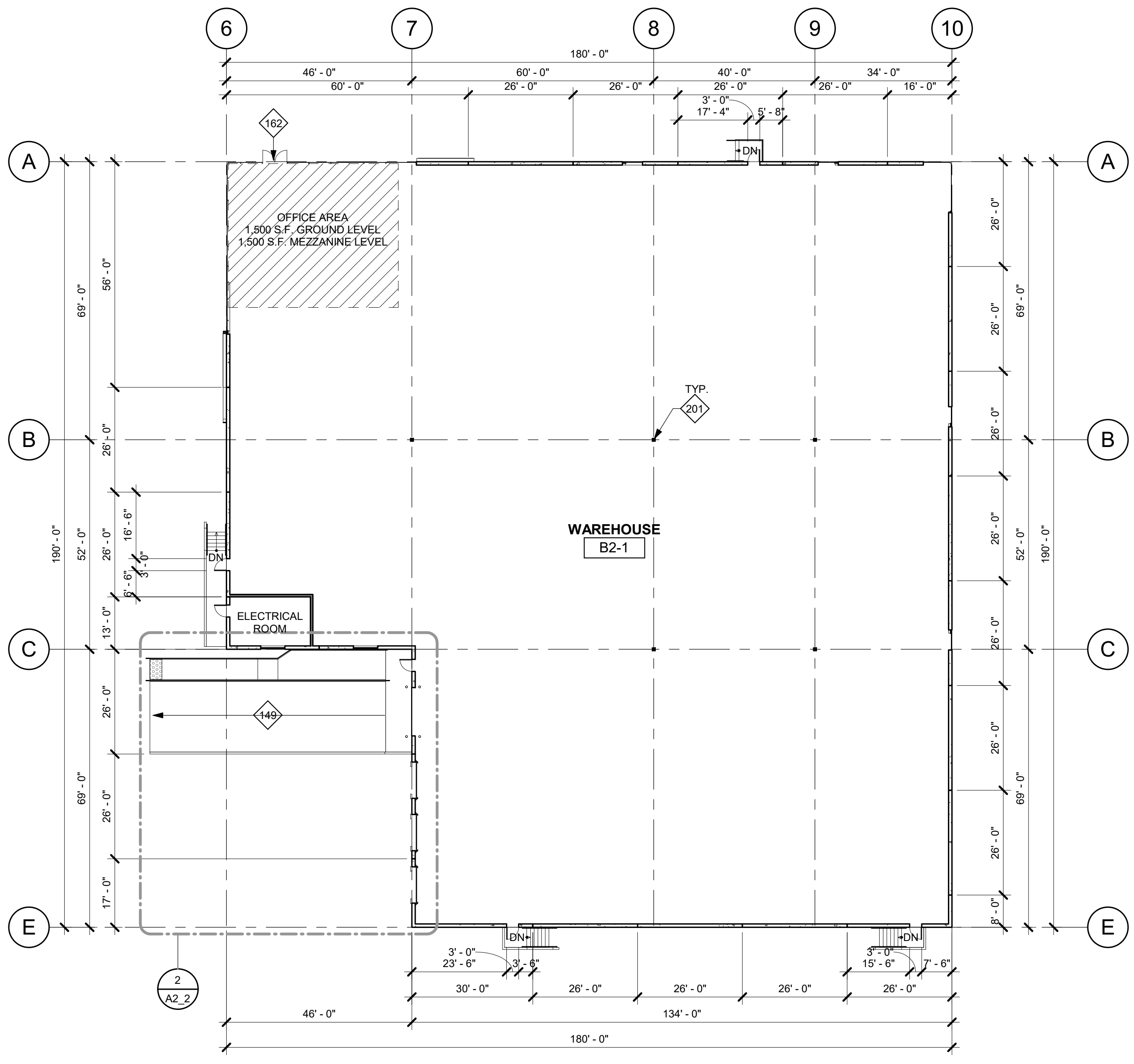
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	METAL STUD NON BEARING PARTITION WALL. SEE ENLARGED FLOOR PLANS & WALL TYPE SCHEDULE FOR ADDITIONAL INFORMATION.
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FLOOR SLAB GENERAL NOTES

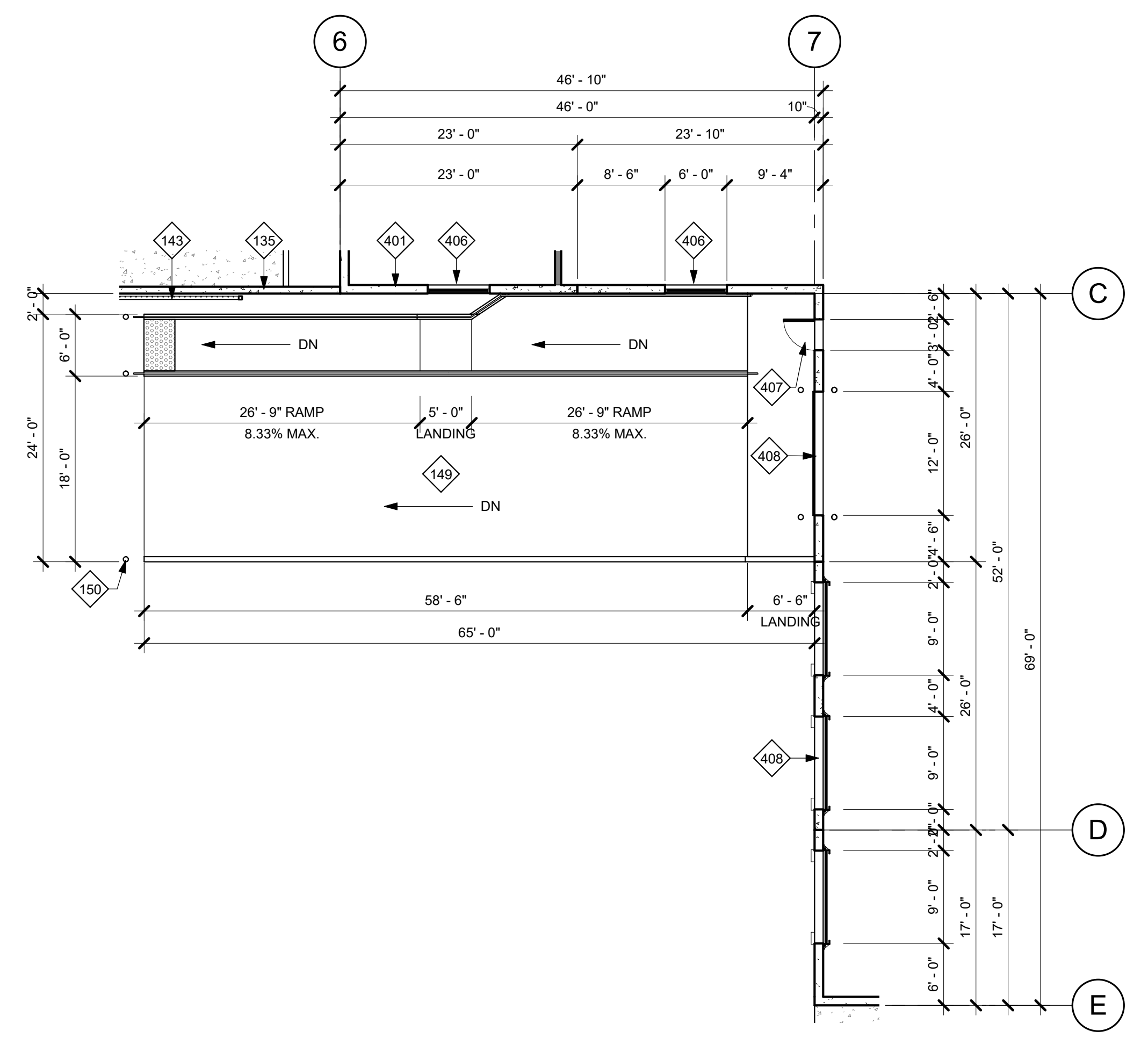
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2. THE FLOOR SLAB TO BE CLASS V PER ACI 308.3R-04 TABLE 21.
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9. ALL CONSTRUCTION MARKINGS SHALL BE REMOVED FROM THE FLOOR SLAB PRIOR TO SEALING.
10. SEE 6/AD2.1 FOR SLAB PATCHING DETAIL.
11. PROVIDE 10'-0" WIDE PERIMETER FLOOR POUR STRIPS AT ALL TRUCK DOCK WALLS AND 5'-0" WIDE AT ALL OTHER WALLS UNLESS NOTED OTHERWISE ON STRUCTURAL DRAWINGS. NO UNDERGROUND PIPING, CONDUITS, ETC ALLOWED IN POUR STRIPS AT DOCK DOORS TO ALLOW FOR CURRENT OR FUTURE RECESSED DOCK LEVELERS.
12. ALL FLOOR SLAB NAIL OR BRACE FRAME HOLES TO BE FILLED WITH APPROVED 2-PART EPOXY COMPOUND TO MATCH CONCRETE COLOR. PEGA BOND LV 2000, BURKE EPOXY INJECTION RESIN OR =
13. ALL FLOOR SLAB PANEL FORM NAIL HOLES TO BE PREDRILLED AND WOOD DOWELED PRIOR TO NAILING. BRACE HOLES TO BE PREDRILLED.
14. CHAMFER AND REVEAL STRIPS ATTACHED TO THE FLOOR SLAB MUST BE PROPERLY PATCHED PRIOR TO SEALING THE FLOOR SLAB.

FLOOR PLAN GENERAL NOTES

1. WHERE A MEZZANINE OCCURS AND A 1" TOPPING IS CALLED OUT FOR IN THE STRUCTURAL DRAWINGS, PROVIDE A 1" THICK TOPPING OF GYP-CRETE 2000 WITH A MINIMUM STRENGTH OF 2,500 PSI.
2. PROVIDE FIRE EXTINGUISHERS AS REQUIRED BY THE FIRE DEPARTMENT AND THE CBC/CFC. REQUIREMENTS AND LOCATIONS TO BE DETERMINED IN THE FIELD BY THE FIRE DEPARTMENT INSPECTOR.
3. ALL PENETRATIONS THROUGH FIRE RATED PARTITIONS SHALL BE SEALED WITH APPROVED FIRE CAULKING. SEE SHTS AD2.3, & AD2.4.
4. U.O.N. ALL DIMENSIONS TO CONCRETE WALLS ARE EITHER TO THE CENTER (SHOWN WITH A CENTERLINE) OR FACE OF THE WALL. ALL DIMENSIONS TO FRAMED WALLS ARE EITHER TO THE CENTER OF THE WALL FRAMING (SHOWN WITH A CENTERLINE) OR FACE OF THE WALL FINISH.
5. PROVIDE ILLUMINATED AND TACTILE EXIT SIGNAGE. SEE EXITING & SIGNAGE PLANS.
6. SEE CIVIL DRAWINGS FOR ALL UTILITY POINTS OF CONNECTION. GENERAL CONTRACTOR TO VERIFY LOCATIONS.
7. PROVIDE PIPE BOLLARD PROTECTION POSTS @ FIRE RISERS & ELECTRICAL GEAR AS REQUIRED BY THE ELECTRICAL AND FIRE PROTECTION PLANS. SEE 7/AD5.0 FOR ADDITIONAL INFORMATION.
8. FOR REQUIRED LANDINGS @ ACCESSIBLE DOORS, SEE 11/AG.2.1.
9. NO SMOKING IS ALLOWED WITHIN 25' OF ALL BUILDING ENTRANCES, PER GREEN BUILDING STANDARD CODE DIVISION 5.504.7. POST REQUIRED SIGNAGE.
10. U.O.N @ INTERIOR PARTITIONS. FINISHED HINGE SIDE OF JAMB TO BE 6" FROM FINISHED SURFACE OF INTERSECTING WALL.



1 PROPOSED BUILDING FLOOR PLAN_B2
1" = 20'-0"



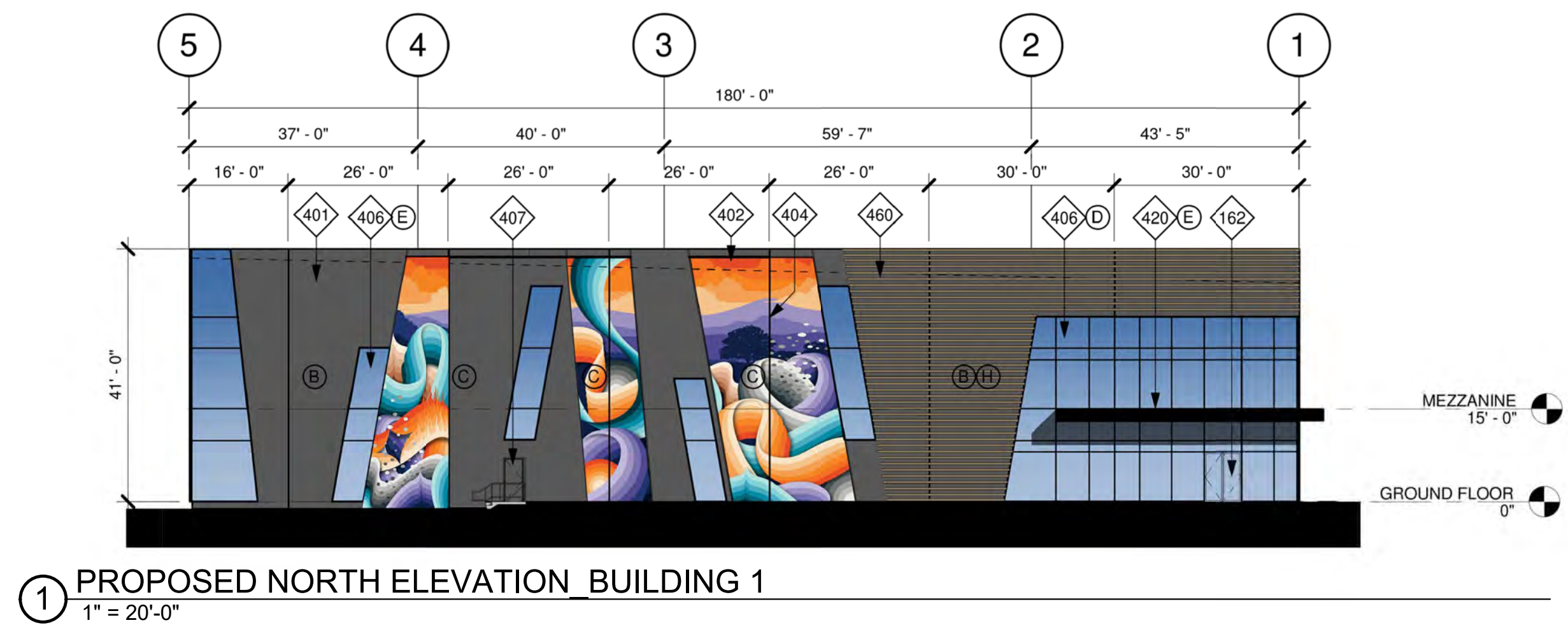
2 TYPICAL DOCK DOOR SPACING PLAN_B2
1" = 10'-0"



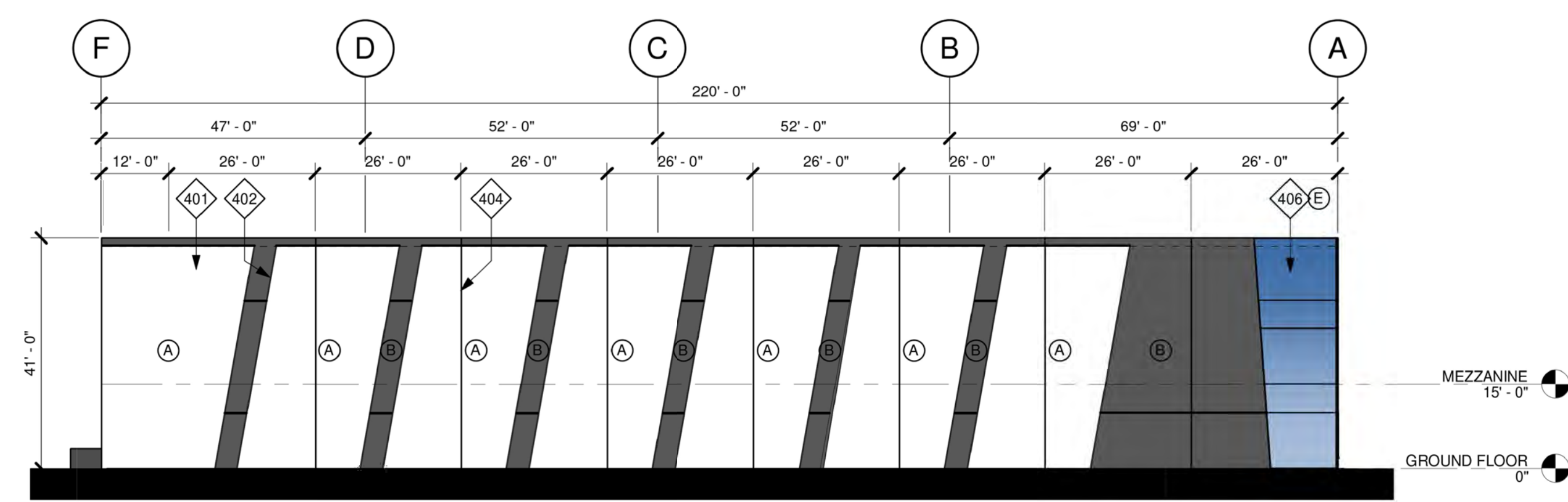
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GROUND
LEVEL FLOOR
PLANS
BUILDING 2

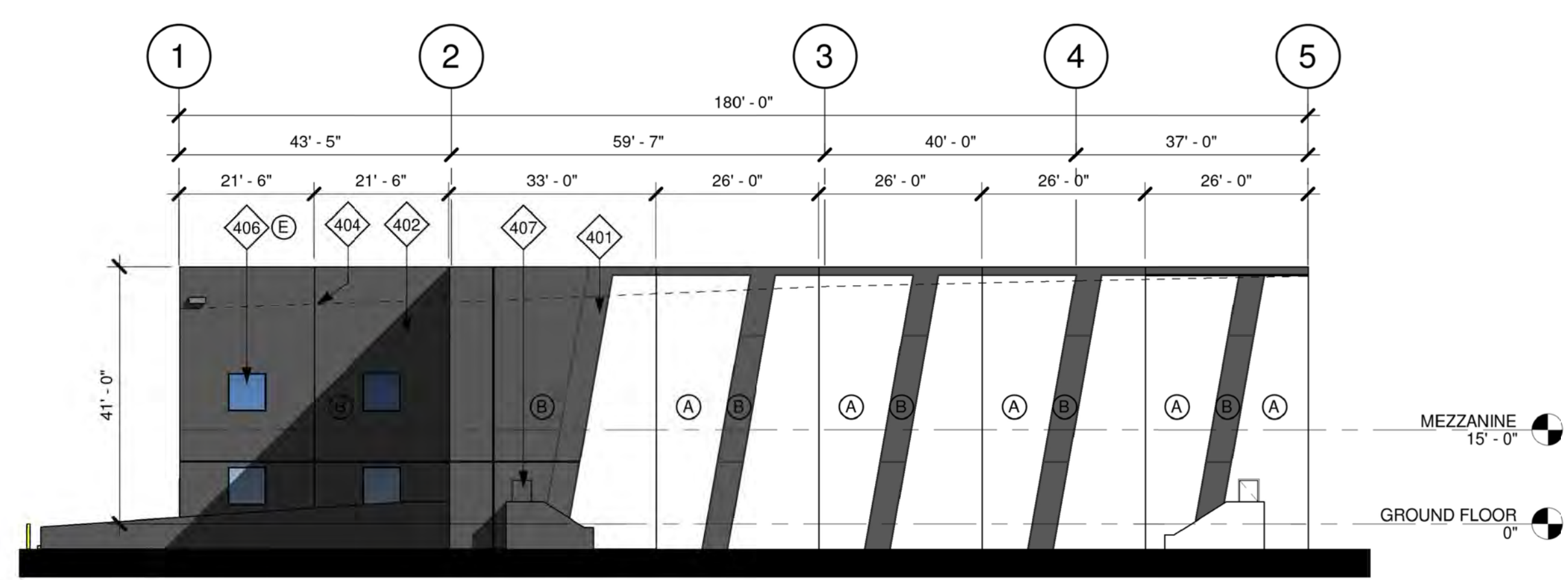
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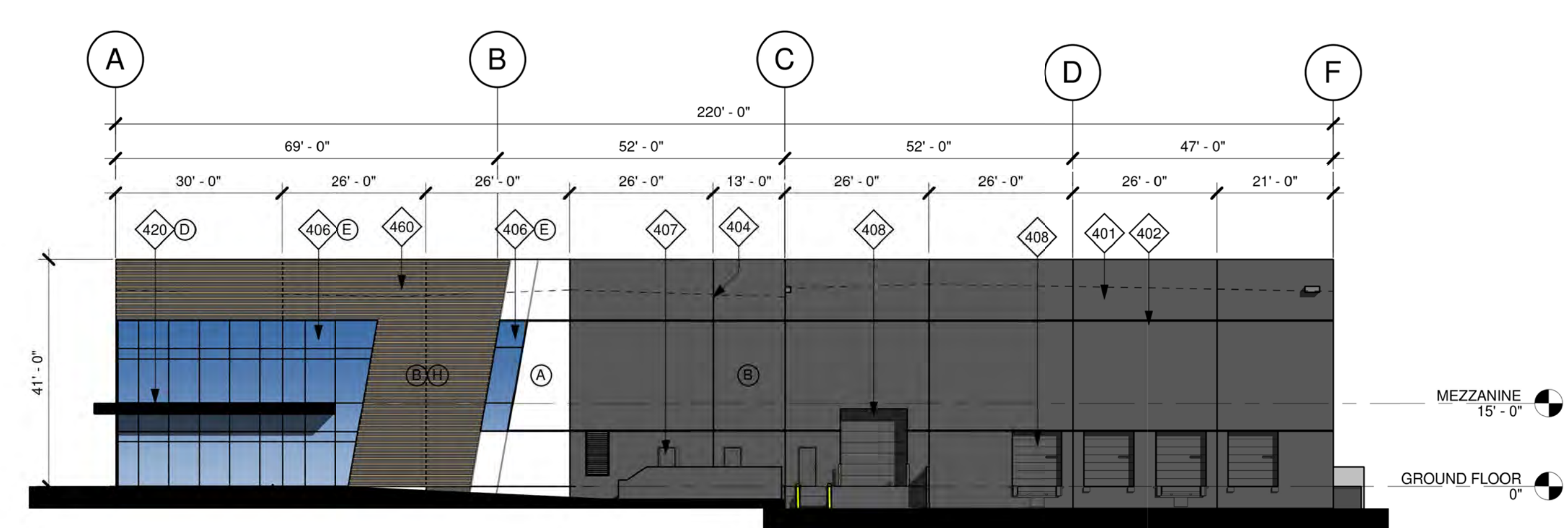
1 PROPOSED NORTH ELEVATION BUILDING 1
1" = 20'-0"



2 PROPOSED EAST ELEVATION BUILDING 1
1" = 20'-0"



3 PROPOSED SOUTH ELEVATION BUILDING 1
1" = 20'-0"



4 PROPOSED WEST ELEVATION BUILDING 1
1" = 20'-0"

KEYNOTES

- 162 ACCESSIBLE BUILDING ENTRANCE.
- 401 PAINTED CONCRETE TILT-UP WALL PANEL.
- 402 WALL REVEAL.
- 404 PANEL JOINT.
- 406 ALUMINUM FRAMED STOREFRONT SYSTEM.
- 407 PAINTED HOLLOW METAL PEDESTRIAN DOOR.
- 408 STEEL SECTIONAL OVERHEAD DOOR.
- 420 DECORATIVE PAINTED OPEN BROW w/ HSS 4x8 BEAMS
- 460 WOOD SLATS

GLAZING LEGEND & NOTES

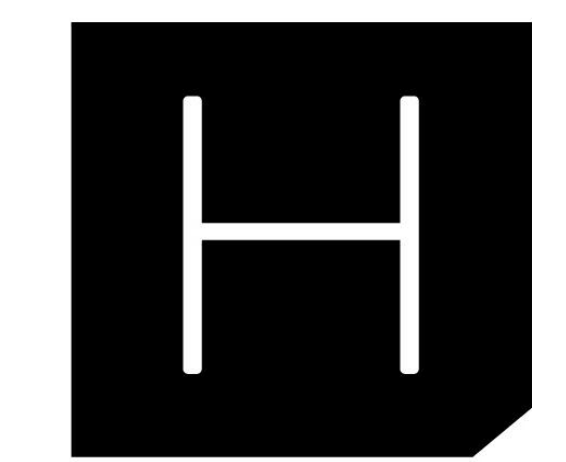
- STOREFRONT FRAMING:**
U.O.N. @ VISION SYSTEM, MIN 2"x4 1/2" OFFSET SYSTEM U.O.N. @ SPANDREL SYSTEM, 2"x1 3/4" OFFSET SYSTEM. STOREFRONT SYSTEM TO BE DESIGN BUILT BY THE GENERAL CONTRACTOR. DESIGN SHALL COMPLY WITH ALL RELEVANT CODE & WIND LOADING REQUIREMENTS.
 - VISION SYSTEM GLAZING:**
FOR EXTERIOR VISION GLAZING USE 1" INSULATED GLASS CONSISTING OF AN OUTER LAYER OF 1/4" VISTACOL AND AN INNER LAYER OF 1/4" SOLARSHAN 60. FOR INTERIOR GLAZING USE 1/2" CLEAR GLASS
 - SPANDREL SYSTEM GLAZING:**
FOR EXTERIOR SPANDREL GLAZING USE 1/4" VISTACOL. BACK PAINTING OF GLASS NOT REQUIRED.
- NOTES:**
1. FOR GLASS AND MULLION COLORS, SEE EXTERIOR COLORS, LEGEND & NOTES, THIS SHEET.
 2. PROVIDE TEMPERED GLASS @ THE FOLLOWING:
A. ALL SPANDREL SYSTEM GLAZING IN FRONT OF CONCRETE WALL PANELS
B. ALL GLAZING WITHIN 18" OF AN ADJACENT WALKING SURFACE.
C. ALL GLAZING WITHIN 24" OF ANY PORTION OF A DOOR.
3. @ SPANDREL SYSTEM GLAZING IN FRONT OF CONCRETE WALL PANELS, PROVIDE 1" DIA. VENTILATION HOLES IN THE CONCRETE A MAX OF 5'-0" O.C. CONTRACTOR TO PROVIDE A SMOOTH FINISH ON THE GLASS FACING CONCRETE SURFACES AND TO PAINT THEM IN A COLOR SELECTED BY THE ARCHITECT.
4. @ SPANDREL SYSTEM GLAZING NOT IN FRONT OF A CONCRETE WALL PANEL, PROVIDE TENCATE MIRAFI 140N FILTER FABRIC SHADE CLOTH.

EXTERIOR WALL COLOR LEGEND & NOTES

- A** EXTERIOR PAINT
COLOR: SW 7004 SNOWBOUND
- B** EXTERIOR PAINT
COLOR: SW 7674 PEPPERCORN
- C** EXTERIOR MURAL
TBD; SPECIAL COATING MAY BE REQUIRED.
- D** ACM PANEL COLOR:
BLACK ANODIZED ALUMINUM
- E** EXTERIOR STOREFRONT FRAMING COLOR:
BLACK ANODIZED ALUMINUM
- F** EXTERIOR GLASS COLOR FOR SINGLE GLAZING & EXTERIOR LAYER OF INSULATED GLASS: VISION SYSTEM
- G** EXTERIOR GLASS COLOR FOR THE INNER LAYER OF INSULATED GLASS: CLEAR GLASS
- H** WOOD SLATS

NOTES:

1. PAINT MAN DOORS, STAIR & RAMP GUARD WALLS, GUARD RAILS, DOWN SPOUTS, & LOUVERS TO MATCH ADJACENT BUILDING WALL COLOR, U.O.N.
2. U.O.N., EXTERIOR SIDE OF TRUCK DOORS TO BE PRE-FINISHED WITH MANUFACTURER'S WHITE. INTERIOR SIDE TO BE PRE-FINISHED WITH MANUFACTURER'S LIGHT GRAY.
3. POWER WASH EXTERIOR CONCRETE WALLS PRIOR TO PAINTING TO REMOVE ALL CHEMICALS AND DIRT THAT WILL IMPEDE THE PRIMER COAT FROM ADHERING TO THE WALLS.
4. PAINT EXTERIOR WALLS w/ 1. COAT SPRAYED AND BACK ROLLED ACRYLIC FLAT PRIMER AND 2. COATS SPRAYED-ON FLAT FINISH IN THE FINAL WALL COLOR. ALL PAINTS TO BE AS SPECIFIED BY THE MANUFACTURER FOR CONCRETE TILT UP WALL PANELS. FINISHED JOB SHALL BE SMOOTH AND FREE OF LAPPING AND OR STREAKING, REGARDLESS OF THE COLOR.
5. EXCEPT WHERE NOTED OTHERWISE ON THE PLANS ALL PANEL JOINTS SHALL BE CAULKED PER DETAIL 1(A)D4.1.
6. PAINT CONCRETE BEHIND ANY OPEN TRELLIS WORK THE COLOR OF THE ADJACENT WALL.
7. @ SOLID BROWS WITH GLAZING DIRECTLY ABOVE OR BELOW, PAINT THE EXPOSED WALL CHAMFER JUST ABOVE OR BELOW THE BROW TO MATCH THE BROW COLOR.

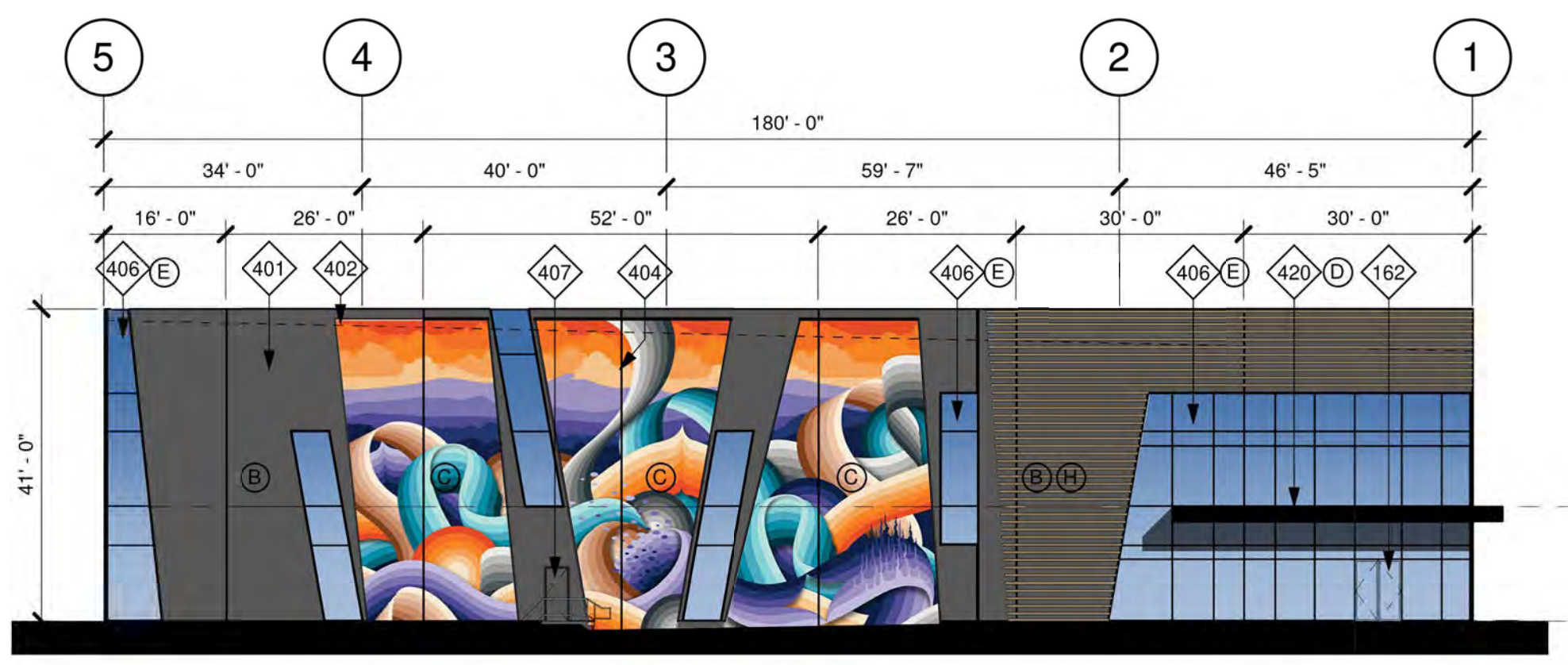


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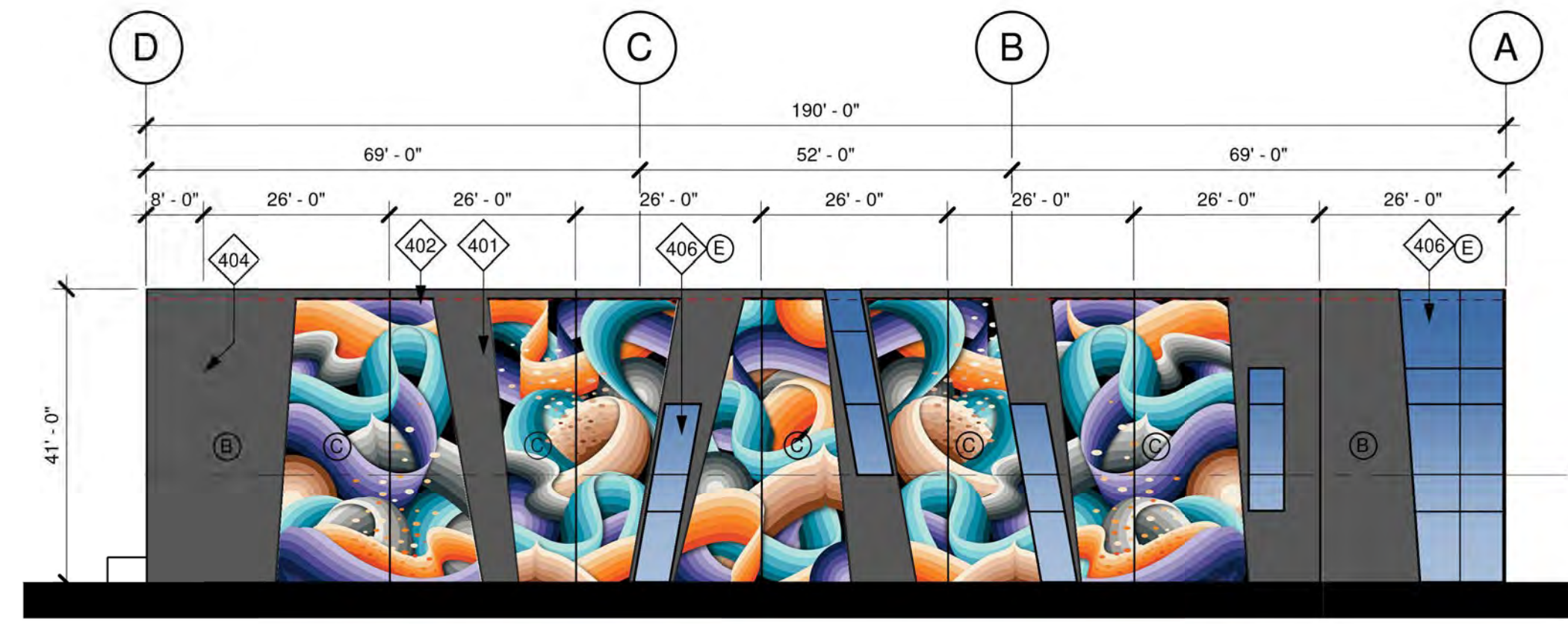
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EXTERIOR
ELEVATIONS
BUILDING 1

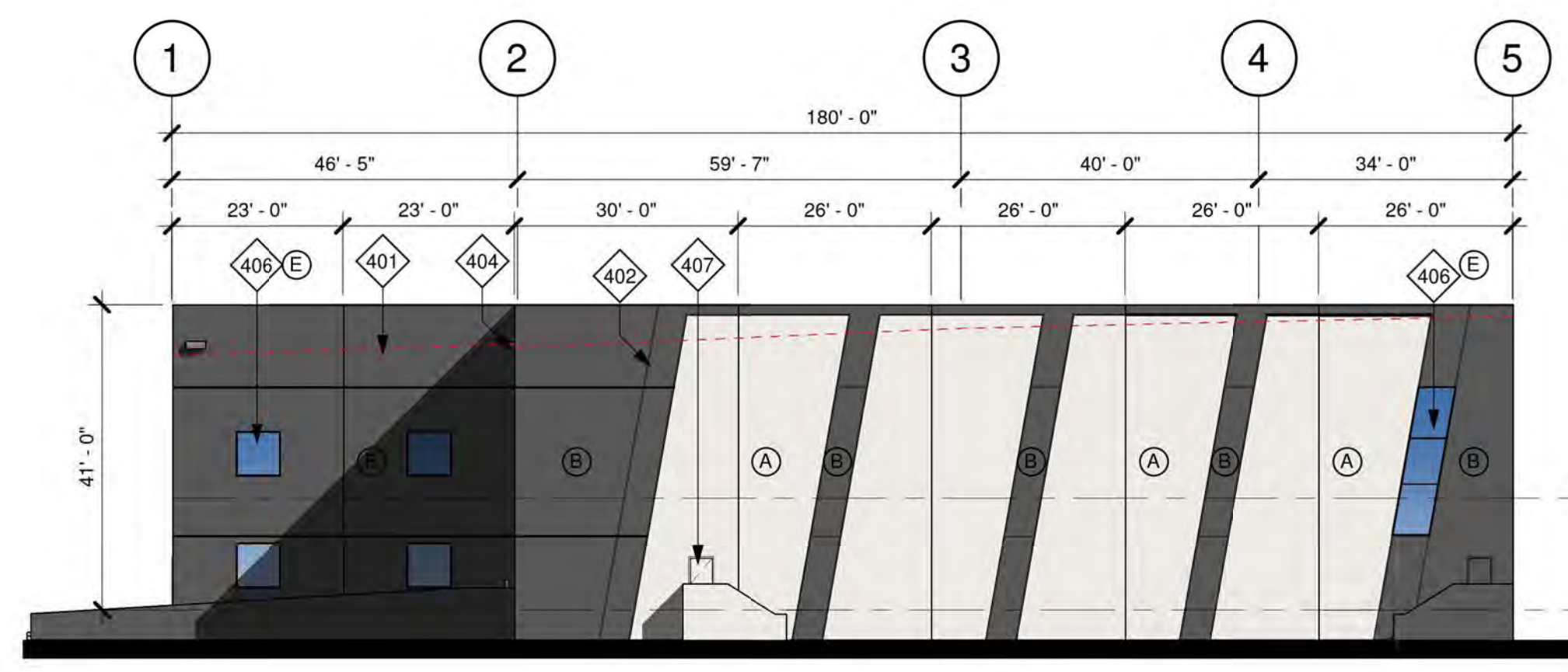
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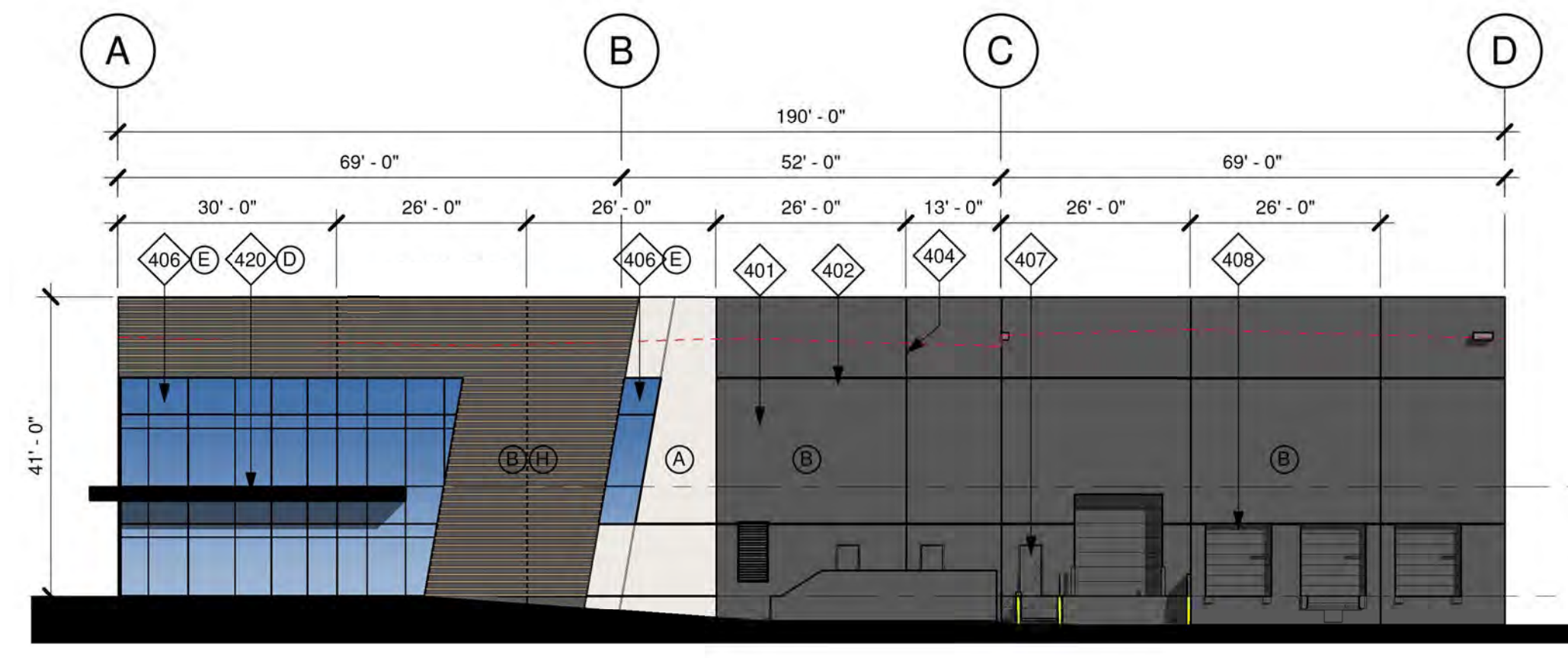
1 PROPOSED NORTH ELEVATION BUILDING 2
1" = 20'-0"



2 PROPOSED EAST ELEVATION BUILDING 2
1" = 20'-0"



3 PROPOSED SOUTH ELEVATION BUILDING 2
1" = 20'-0"

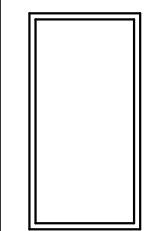
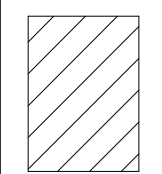
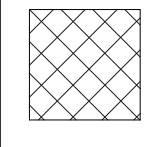


4 PROPOSED WEST ELEVATION BUILDING 2
1" = 20'-0"

KEYNOTES

- 162 ACCESSIBLE BUILDING ENTRANCE.
- 401 PAINTED CONCRETE TILT-UP WALL PANEL.
- 402 WALL REVEAL.
- 404 PANEL JOINT.
- 406 ALUMINUM FRAMED STOREFRONT SYSTEM.
- 407 PAINTED HOLLOW METAL PEDESTRIAN DOOR.
- 408 STEEL SECTIONAL OVERHEAD DOOR.
- 420 DECORATIVE PAINTED OPEN BROW w/ HSS 4x8 BEAMS

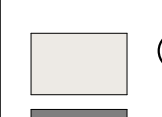
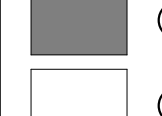
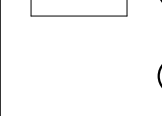





GLAZING LEGEND & NOTES

-  **STOREFRONT FRAMING:**
U.O.N @ VISION SYSTEM, MIN 2"x4 1/2" OFFSET SYSTEM. U.O.N @ SPANDREL SYSTEM, 2"x1 3/4" OFFSET SYSTEM. STOREFRONT SYSTEM TO BE DESIGN BUILT BY THE GENERAL CONTRACTOR. DESIGN SHALL COMPLY WITH ALL RELEVANT CODE & WIND LOADING REQUIREMENTS.
-  **VISION SYSTEM GLAZING:**
FOR EXTERIOR VISION GLAZING USE 1" INSULATED GLASS CONSISTING OF AN OUTER LAYER OF 1/4" VISTACOL AND AN INNER LAYER OF 1/4" SOLARBAN 60. FOR INTERIOR GLAZING USE 1/2" CLEAR GLASS.
-  **SPANDREL SYSTEM GLAZING:**
FOR EXTERIOR SPANDREL GLAZING USE 1/4" VISTACOL. BACK PAINTING OF GLASS NOT REQUIRED.

NOTES:

1. FOR GLASS AND MULLION COLORS, SEE EXTERIOR COLORS, LEGEND & NOTES, THIS SHEET.
2. PROVIDE TEMPERED GLASS @ THE FOLLOWING:
A. ALL SPANDREL SYSTEM GLAZING IN FRONT OF CONCRETE WALL PANELS
B. ALL GLAZING WITHIN 18" OF AN ADJACENT WALKING SURFACE.
C. ALL GLAZING WITH 24" OF ANY PORTION OF A DOOR.
D. SPANDREL SYSTEM GLAZING IN FRONT OF CONCRETE WALL PANELS. PROVIDE 1" DIA. VENTILATION HOLES IN THE CONCRETE A MAX OF 5'-0" O.C. CONTRACTOR TO PROVIDE A SMOOTH FINISH ON THE GLASS FACING CONCRETE SURFACES AND TO PAINT THEM IN A COLOR SELECTED BY THE ARCHITECT.
4. @ SPANDREL SYSTEM GLAZING NOT IN FRONT OF A CONCRETE WALL PANEL, PROVIDE TENCATE MIRAFIX 140N FILTER FABRIC SHADE CLOTH.

EXTERIOR WALL COLOR LEGEND & NOTES

-  **A** EXTERIOR PAINT
COLOR: SW 7004 SNOWBOUND
-  **B** EXTERIOR PAINT
COLOR: SW 7674 PEPPERCORN
-  **C** EXTERIOR MURAL
TBD; SPECIAL COATING MAY BE REQUIRED.
-  **D** ACM PANEL COLOR:
BLACK ANODIZED ALUMINUM
-  **E** EXTERIOR STOREFRONT FRAMING COLOR:
BLACK ANODIZED ALUMINUM
-  **F** EXTERIOR GLASS COLOR FOR SINGLE
GLAZING & EXTERIOR LAYER OF INSULATED
GLASS: VISTACOL PACIFICA.
-  **G** EXTERIOR GLASS COLOR FOR THE INNER
LAYER OF INSULATED GLASS: CLEAR GLASS
-  **H** WOOD SLATS

NOTES:

1. PAINT MAIN DOORS, STAIR & RAMP GUARD WALLS, GUARD RAILS, DOWN SPOUTS & LOUVERS TO MATCH ADJACENT BUILDING WALL COLOR, U.O.N.
2. U.O.N., EXTERIOR SIDE OF TRUCK DOORS TO BE PRE-FINISHED WITH MANUFACTURER'S WHITE. INTERIOR SIDE TO BE PRE-FINISHED WITH MANUFACTURER'S LIGHT GRAY.
3. POWER WASH EXTERIOR CONCRETE WALLS. PRIOR TO PAINTING TO REMOVE ALL CHEMICALS AND DIRT THAT WILL IMPEDE THE PRIMER COAT FROM ADHERING TO THE WALLS.
4. PAINT EXTERIOR WALLS w/ 1-COAT SPRAYED AND BACK ROLLED ACRYLIC FLAT PRIMER AND 2-COATS SPRAYED-ON FLAT FINISH IN THE FINAL WALL COLOR. ALL PAINTS TO BE AS SPECIFIED BY THE MANUFACTURER FOR CONCRETE TILT UP WALL PANELS. FINISHED JOB SHALL BE SMOOTH AND FREE OF LAPPING AND OR STREAKING, REGARDLESS OF THE COLOR.
5. EXCEPT WHERE NOTED OTHERWISE ON THE PLANS ALL PANEL JOINTS SHALL BE CALKED PER DETAIL 1/ADA.1.
6. PAINT CONCRETE BEHIND ANY OPEN TRELLIS WORK THE COLOR OF THE ADJACENT WALL.
7. @ SOLID BROWS WITH GLAZING DIRECTLY ABOVE OR BELOW, PAINT THE EXPOSED WALL CHAMFER JUST ABOVE OR BELOW THE BROW TO MATCH THE BROW COLOR.

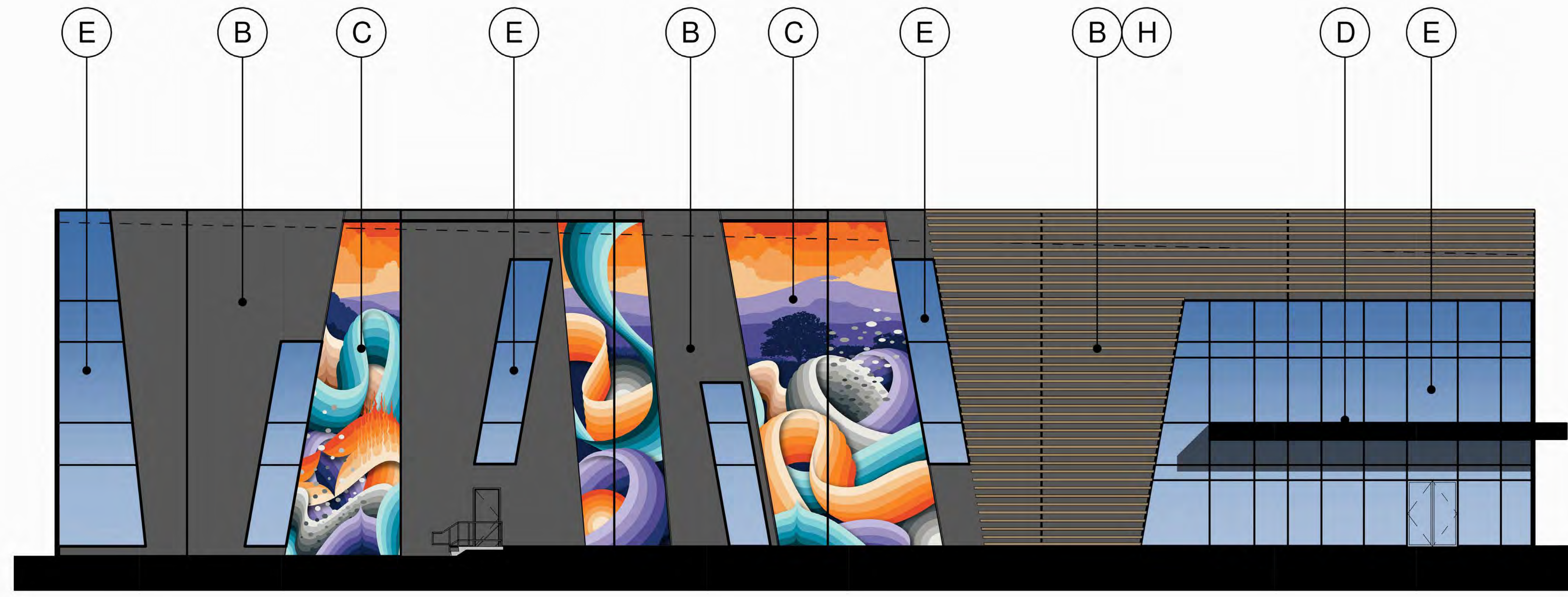


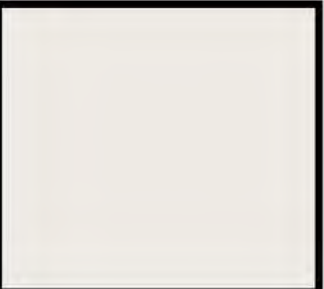
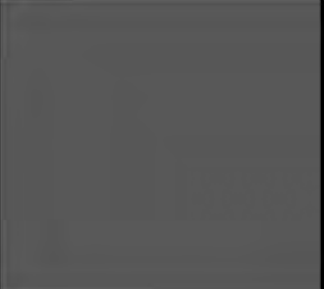

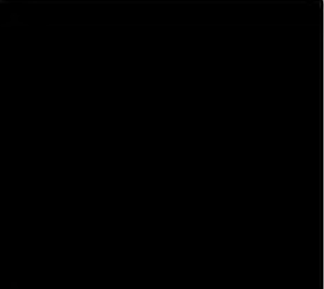

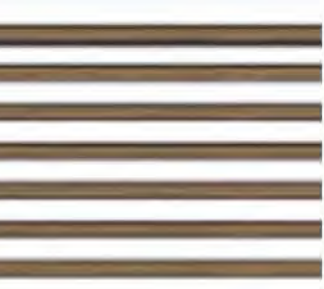
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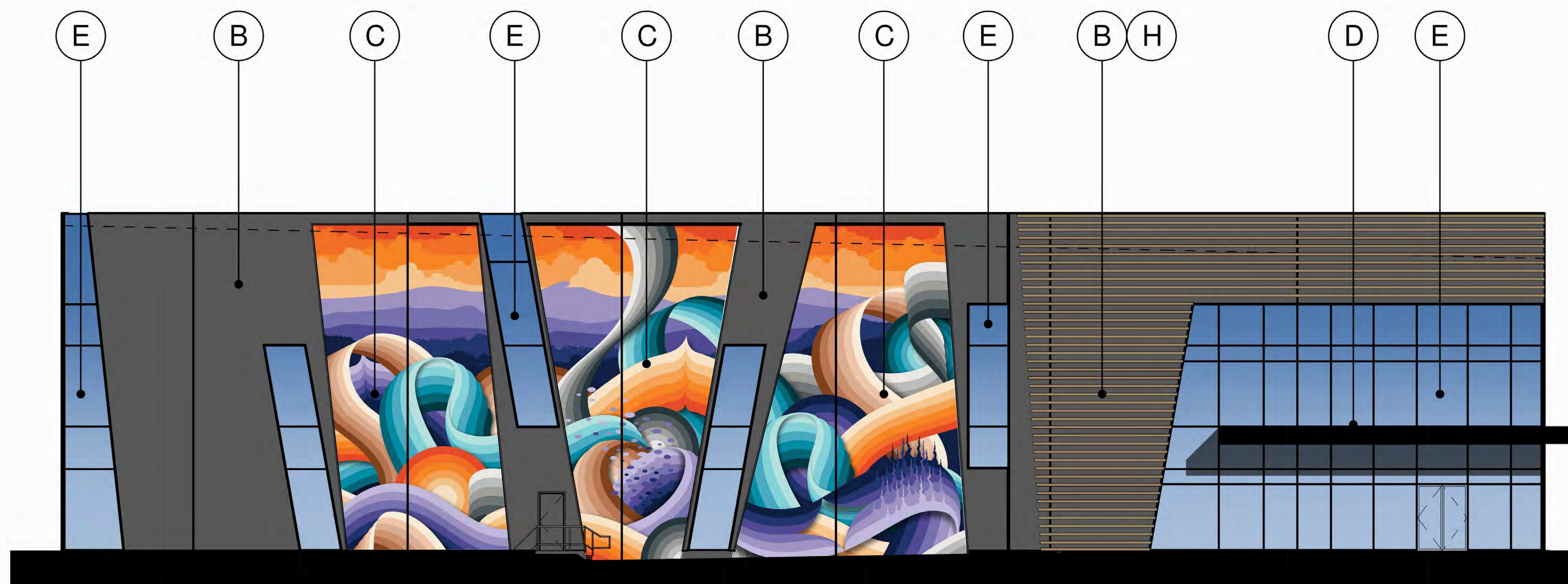
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EXTERIOR
ELEVATIONS
BUILDING 2

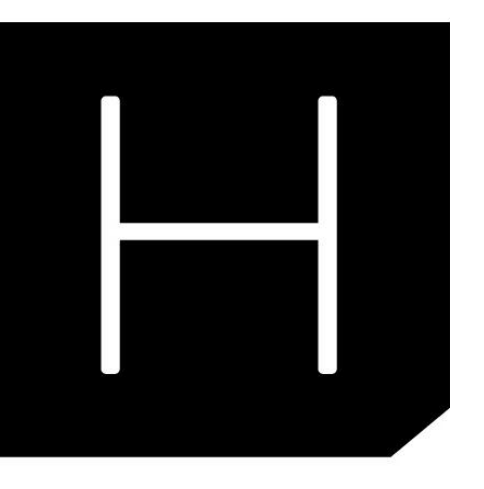
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-  A. EXTERIOR PAINT
SW 7004
SNOWBOUND
-  B. EXTERIOR PAINT
SW 7674
PEPPERCORN
-  C. EXTERIOR MURAL
TBD. SPECIAL COATING
MAY REQUIRED
-  D. AMC PANEL
BLACK ANODIZED ALUMINUM
-  E. STOREFRONT
F. MEDIUM PERFORMANCE
G. BLUE REFLECTED GLAZING
BLACK ANODIZED MULLION
-  H. Resysta Wood Slats



-  A. EXTERIOR PAINT
SW 7004
SNOWBOUND
-  B. EXTERIOR PAINT
SW 7674
PEPPERCORN
-  C. EXTERIOR MURAL
TBD. SPECIAL COATING
MAY REQUIRED
-  D. AMC PANEL
BLACK ANODIZED ALUMINUM
-  E. STOREFRONT
F. MEDIUM PERFORMANCE
G. BLUE REFLECTED GLAZING
BLACK ANODIZED MULLION
-  H. Resysta Wood Slats



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MATERIAL BOARD



RENDERING BUILDING 2

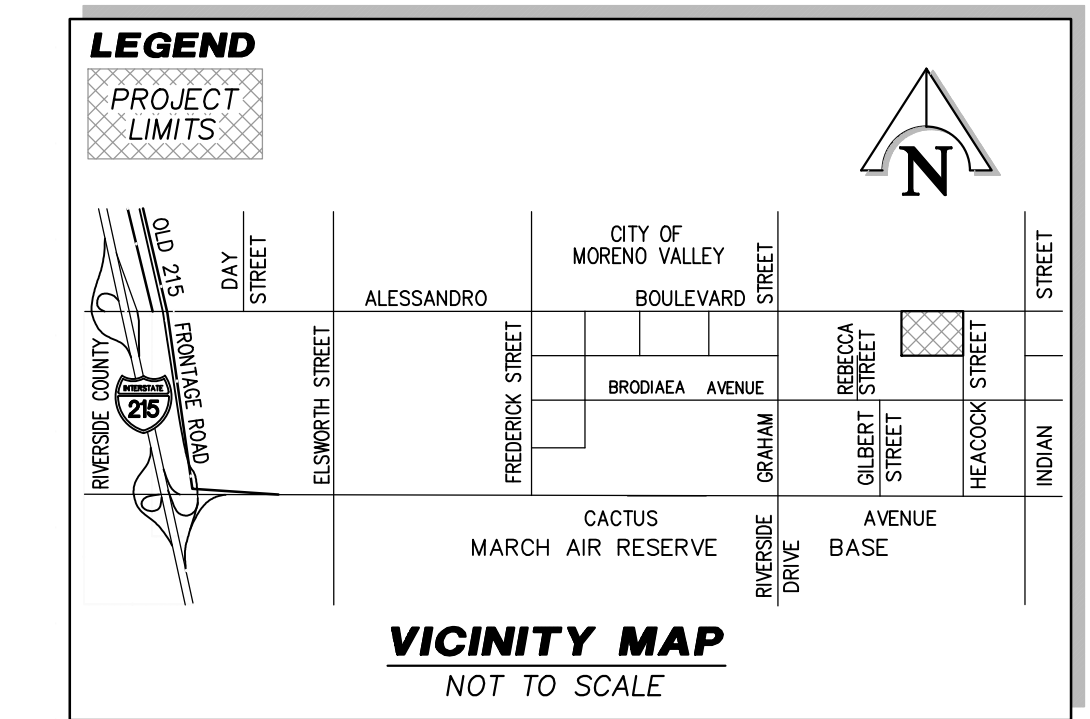
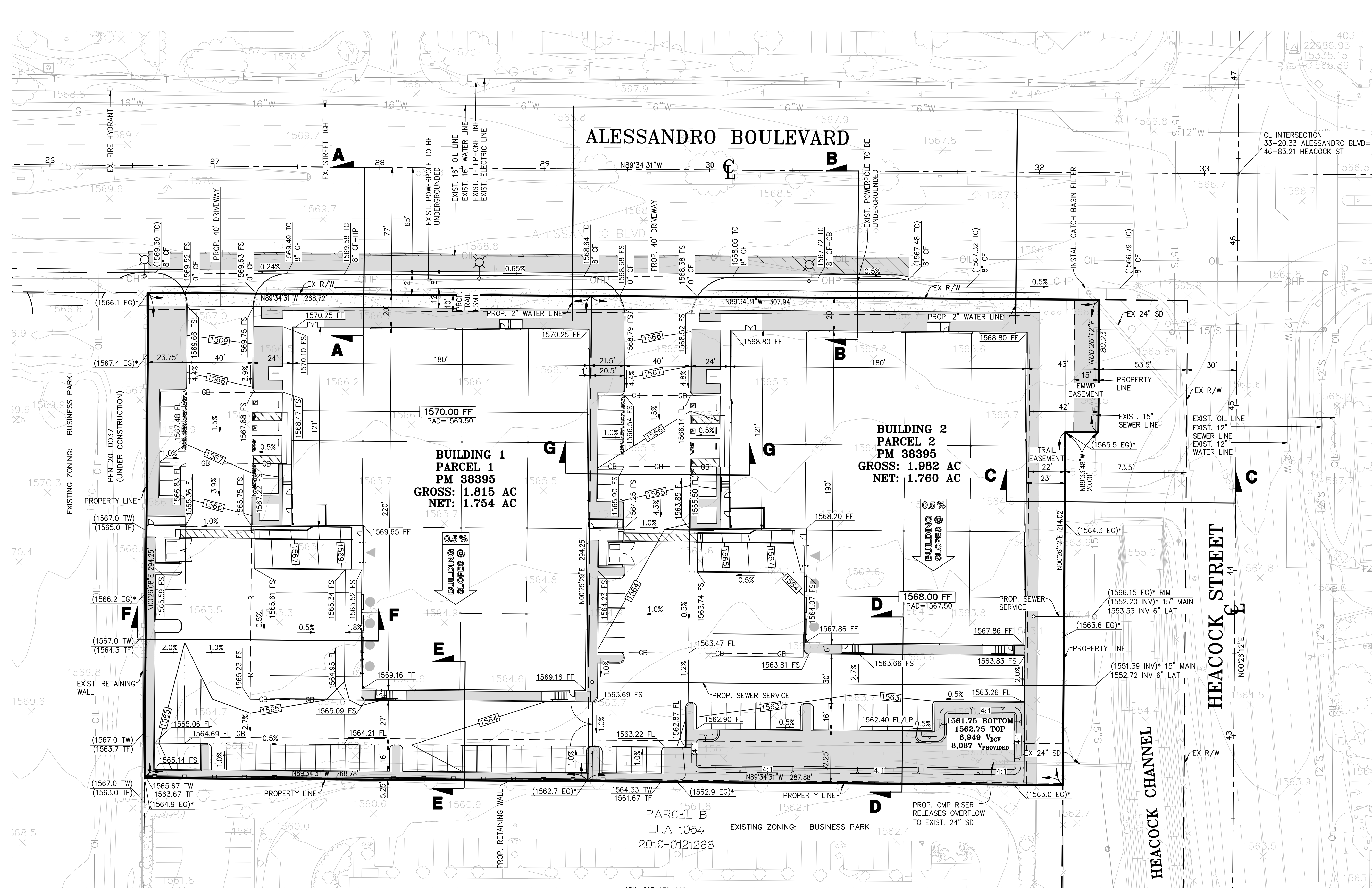


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RENDERING
 BUILDING 2

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LEGEND

- EXISTING SEWER
- EXISTING WATER
- PROPOSED GRADE BREAK LINE
- PROPOSED RIDGE LINE
- PROPOSED RISE LINE
- PROPOSED R/W
- EXISTING R/W
- FF PROPOSED FINISH FLOOR ELEVATION
- TP TOP OF PAVEMENT
- TG TOP OF GRATE
- FL FLOWLINE
- CF CURB FACE
- FS FINISHED SURFACE
- CB CATCH BASIN
- PL PROPERTY LINE
- R/W RIGHT-OF-WAY
- CL CENTERLINE
- PROP. PROPOSED
- EX. EXISTING
- DRWY DRIVEWAY
- CB CATCH BASIN
- STL STREET LIGHT
- DIR. DIRECTION OF FLOW
- PROP. PROP. STREET LIGHT
- PROP. PROP. STREET PAVING
- PROP. PROP. ASPHALT REPAIR

EARTHWORK VOLUMES

RAW VOLUMES:	CUT (CY):	FILL (CY):
OVEREXCAVATION:	672	11,335
SUBTOTAL:	13,754	13,754
13% SHRINKAGE:	-1,875	-
0.2' SUBSIDENCE:	-	1,225
SUBTOTAL:	12,551	26,314
	SHORTAGE (IMPORT)	13,763 CY

NOTE: EARTHWORK ESTIMATE IS BASED ON CONCEPTUAL DESIGN ONLY AND TAKES INTO ACCOUNT PRELIMINARY SOILS PARAMETERS PROVIDED BY THE SOILS ENGINEER. ADJUSTMENTS MAY BE REQUIRED BASED ON FINAL DESIGN OF SITE PAVING THICKNESS. ADDITIONAL ADJUSTMENTS MAY BE REQUIRED BASED ON SITE SOIL CHARACTERISTICS EXPERIENCED DURING CONSTRUCTION.

LEGAL DESCRIPTION

ALL THAT CERTAIN REAL PROPERTY SITUATED IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCEL "A" OF THAT CERTAIN LOT LINE ADJUSTMENT NO. 1054/CERTIFICATE OF COMPLIANCE, IN THE CITY OF MORENO VALLEY, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, RECORDED APRIL 10, 2019 AS INSTRUMENT NO. 2019-0121263 OF OFFICIAL RECORDS, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THAT PORTION OF LOT 1, BLOCK 241, MAP NO. 1 BEAR VALLEY AND ALESSANDRO DEVELOPMENT IN THE CITY OF MORENO VALLEY, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 11, PAGE 10 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAN BERNARDINO COUNTY, CALIFORNIA, DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE WESTERLY LINE OF SAID LOT 1 WITH A LINE PARALLEL WITH AND DISTANT 371.25 FEET SOUTHERLY MEASURED AT RIGHT ANGLES FROM THE CENTERLINE OF ALESSANDRO AVENUE, NOW ALESSANDRO BOULEVARD AS SHOWN ON SAID MAP; THENCE ALONG SAID PARALLEL LINE, SOUTH 89°33'59" EAST, 556.64 FEET TO THE BOUNDARY OF THE LAND DESCRIBED IN GRANT DEED TO RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT, RECORDED JANUARY 3, 1995 AS INSTRUMENT NO. 1006 OF OFFICIAL RECORDS; THENCE ALONG THE BOUNDARY OF SAID LAND DESCRIBED IN GRANT DEED THE FOLLOWING THREE COURSES:

- 1) NORTH 00°26'52" EAST, 214.09 FEET;
- 2) SOUTH 89°33'08" EAST, 20.00 FEET AND
- 3) NORTH 00°26'52" EAST, 80.16 FEET TO THE SOUTHERLY LINE OF THE LAND DESCRIBED IN GRANT DEEDS TO THE COUNTY OF RIVERSIDE, RECORDED MAY 2, 1972 AS INSTRUMENT NO. 566.39 AND INSTRUMENT NO. 566.40, BOTH OF OFFICIAL RECORDS; THENCE ALONG SAID SOUTHERLY LINE, NORTH 89°33'59" WEST, 576.65 FEET TO THE WESTERLY LINE OF SAID LOT 1; THENCE ALONG SAID WESTERLY LINE OF LOT 1, SOUTH 00°26'44" WEST, 294.25 FEET TO THE POINT.

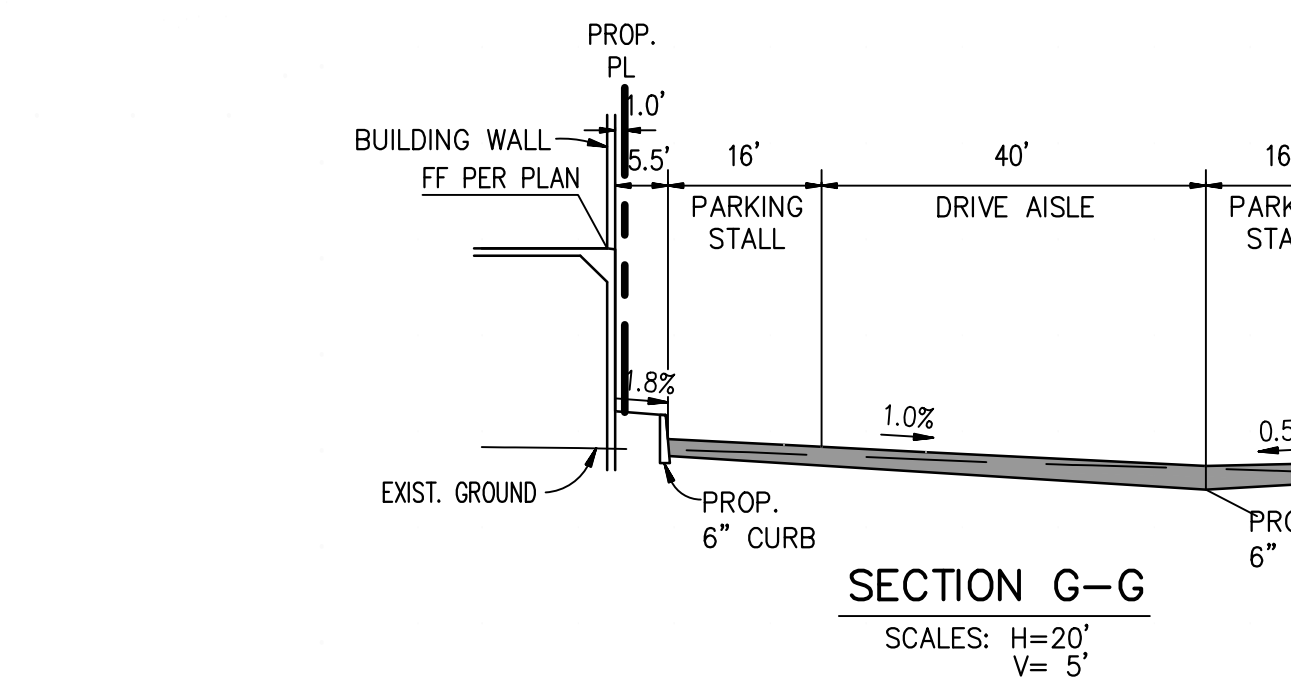
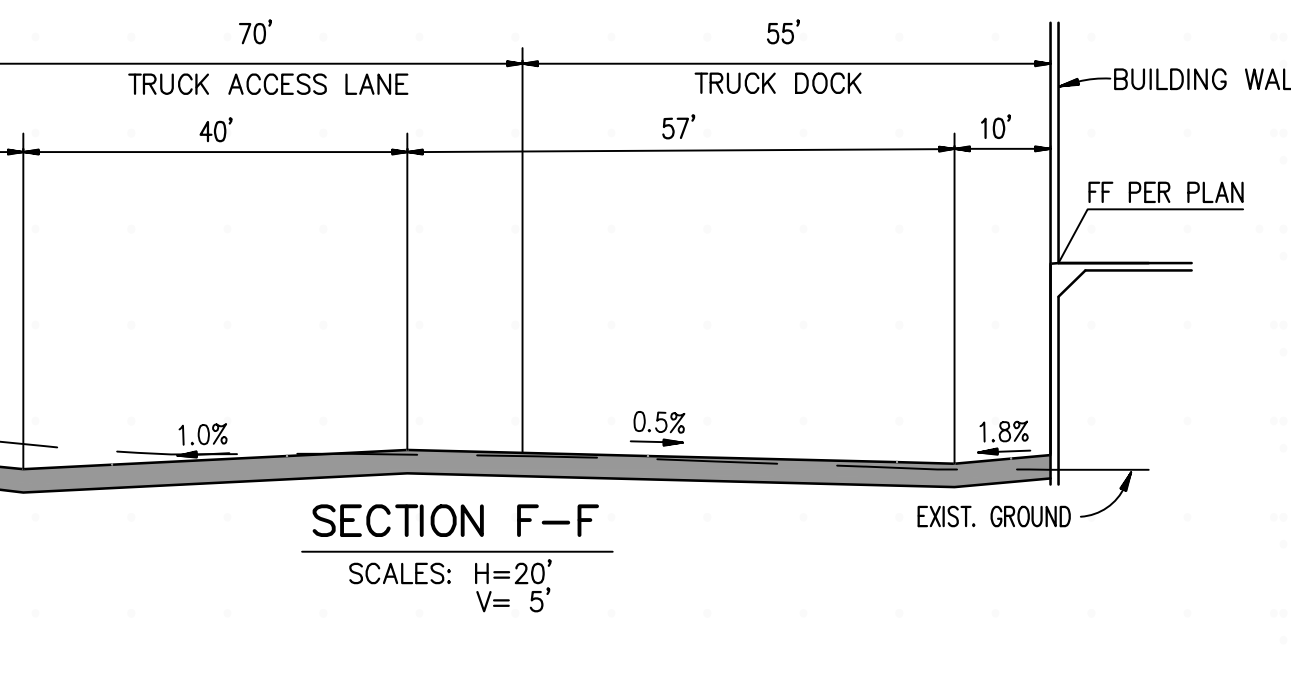
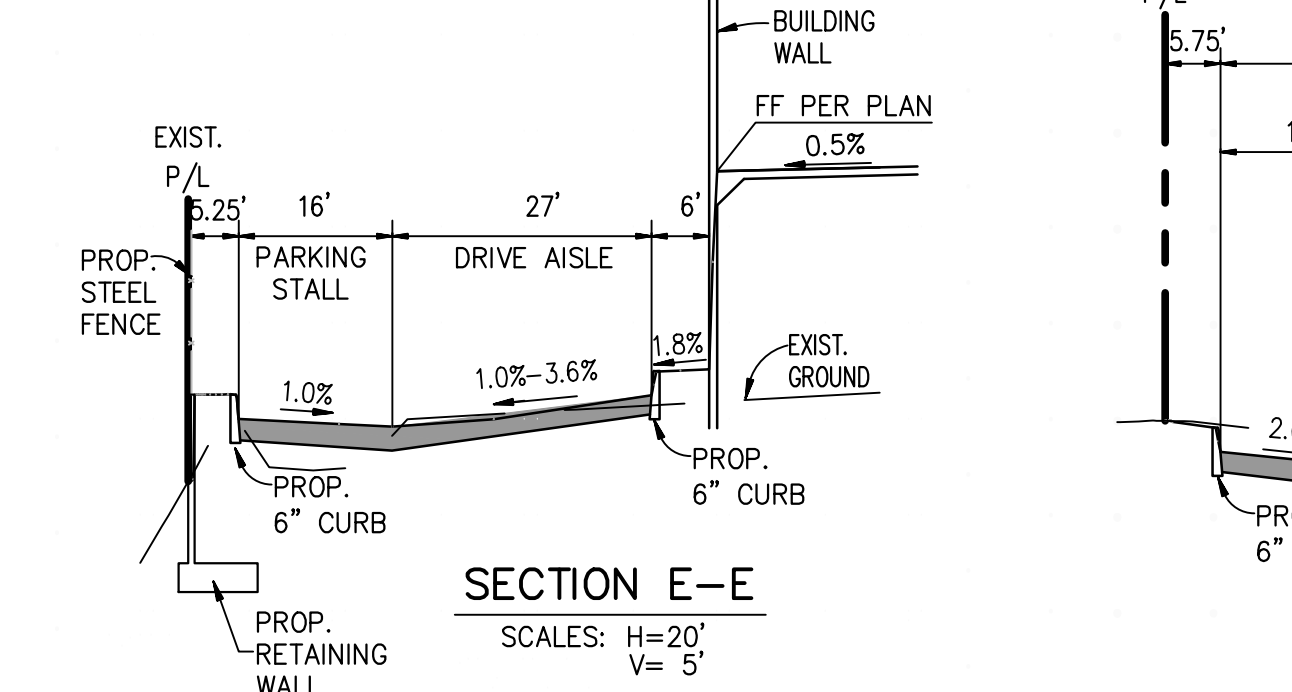
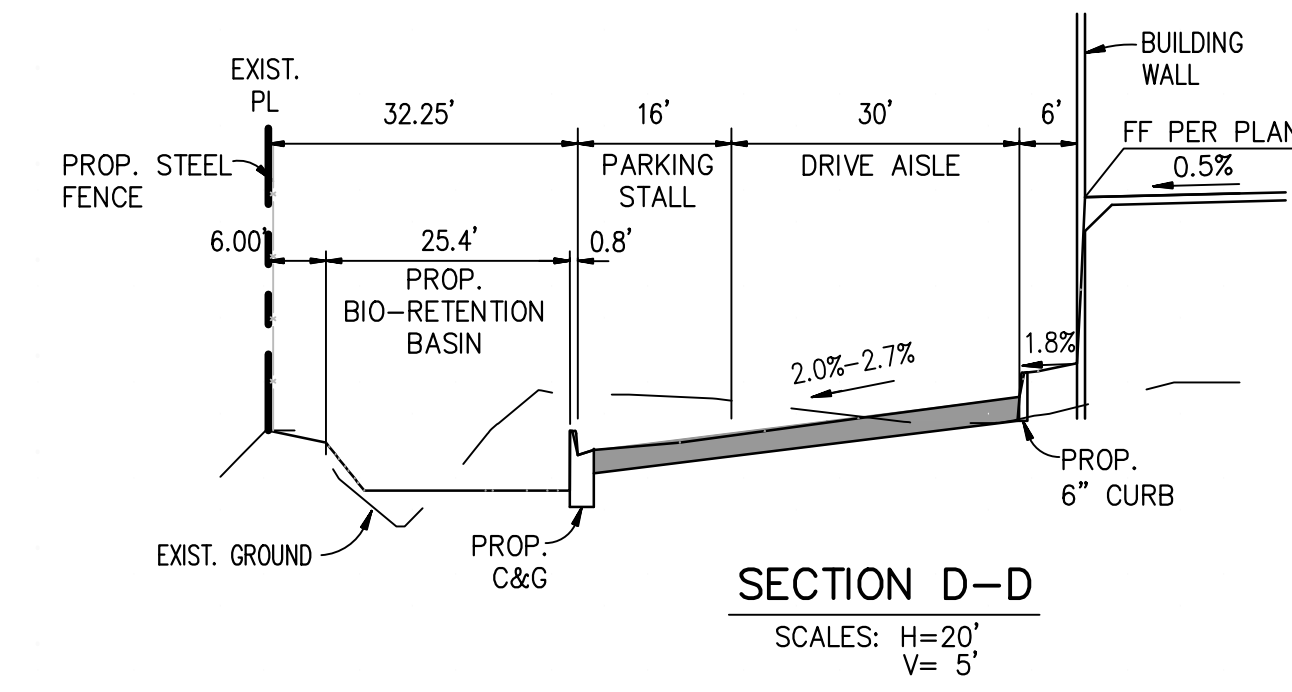
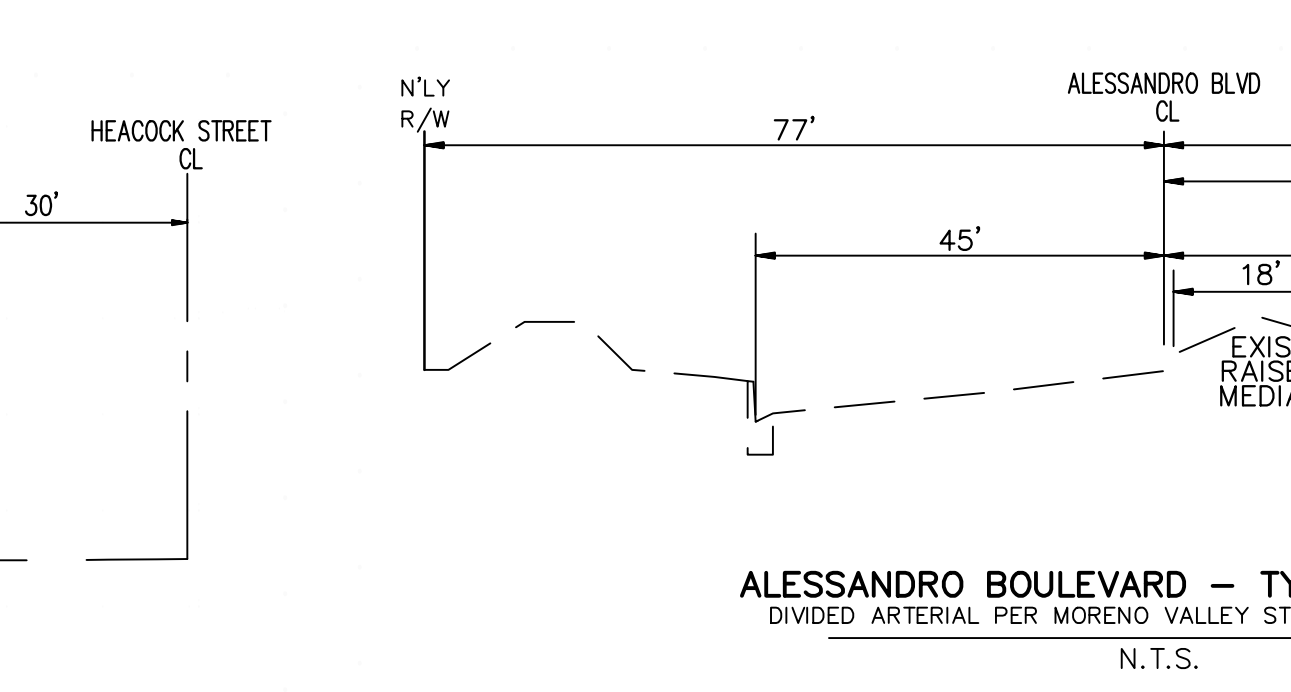
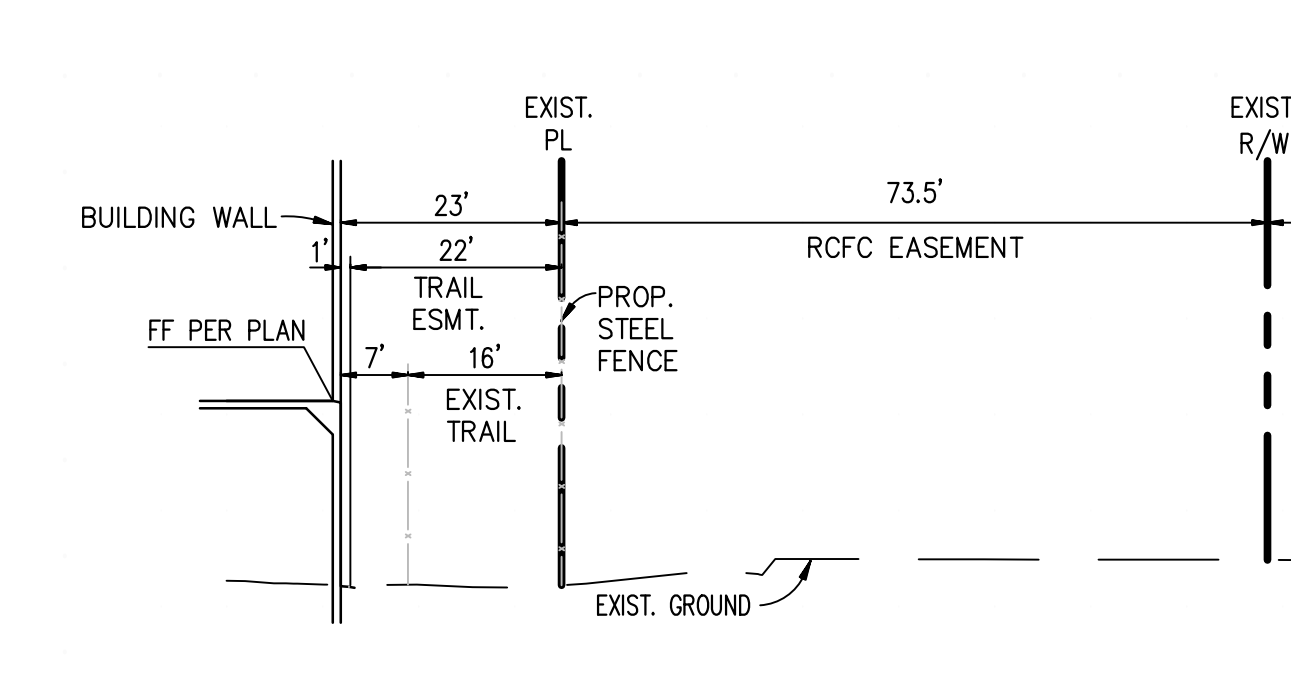
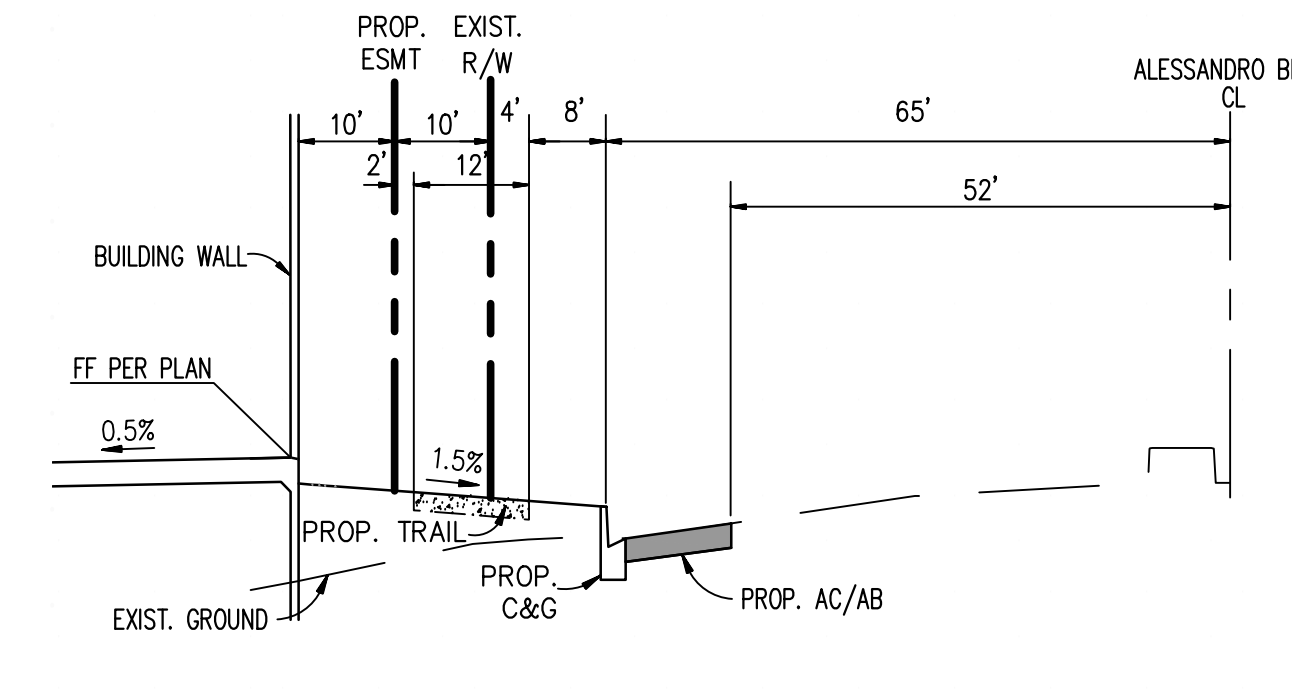
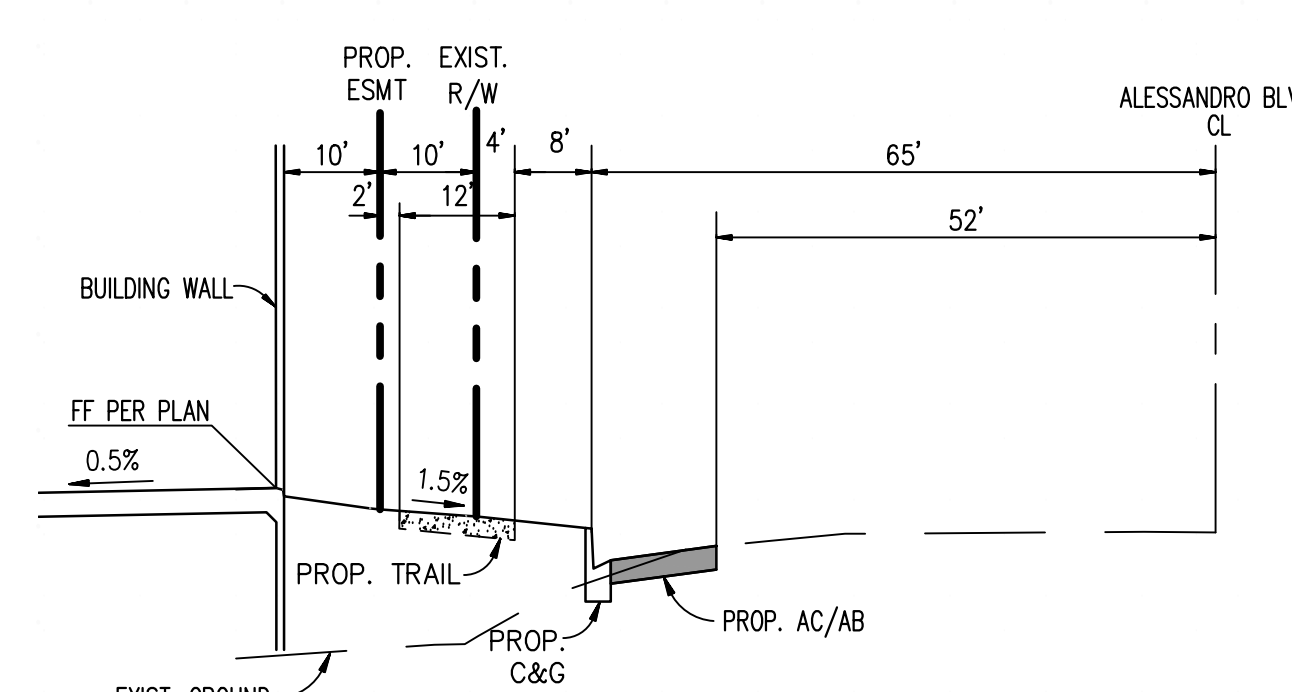
GENERAL NOTES

1. SITE ADDRESS: VACANT LAND, MORENO VALLEY, CALIFORNIA (AS LISTED IN THE PRELIMINARY TITLE REPORT BY COMMONWEALTH LAND TITLE INSURANCE COMPANY)
2. THE PROPERTY SHOWN HEREON IS LOCATED WITHIN FLOOD ZONE X. FLOOD ZONE X IS DEFINED AS "AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN" ON FEDERAL EMERGENCY MANAGEMENT AGENCY FIRM (FLOOD INSURANCE RATE MAP) MAP NO. 06065C0761G, EFFECTIVE DATE AUGUST 28, 2008.
3. THE PROPERTY DESCRIBED AND SHOWN HEREON CONTAINS 3.80 GROSS ACRES AND 3.14 NET ACRES.
4. BASIS OF BEARINGS: BEARINGS SHOWN HEREON ARE BASED ON THE CENTERLINE OF BRODIAEA AVENUE BEING NORTH 89°34'31" WEST ON PARCEL MAP NO. 32326, P.M.B. 218/34-42.
5. ASSESSOR'S PARCEL NO. = 297-170-090 (ASSESSOR'S PARCEL NUMBERS SHOWN HEREON ARE PER THE CURRENT TAX ASSESSOR'S ROLLS AS PROVIDED BY COMMONWEALTH LAND TITLE INSURANCE COMPANY).
6. AERIAL PHOTOGRAPHY WAS COMPILED BY DIGITAL MAPPING, INC., DATED AUGUST 17, 2021 AND COMPLIES WITH NATIONAL MAPPING ACCURACY STANDARDS.

*NOTE: ELEVATIONS TO BE VERIFIED BY CONTRACTOR BEFORE CONSTRUCTION.

LAND USE/ZONING

EXISTING ZONING: BUSINESS PARK
 PROPOSED ZONING: BUSINESS PARK
 EXISTING GENERAL PLAN LAND USE: BUSINESS PARK
 PROPOSED GENERAL PLAN LAND USE: BUSINESS PARK
 EXISTING LAND USE: VACANT
 PROPOSED LAND USE: WAREHOUSE FACILITY



PRELIMINARY GRADING & UTILITY PLAN
 FOR
PATRIOT - ALESSANDRO INDUSTRIAL
 ALESSANDRO BOULEVARD AND HEACOCK STREET
 CITY OF MORENO VALLEY

HUITT-ZOLLARS
 HUITT-ZOLLARS, INC.
 3990 CONCOURSE, SUITE 330 • ONTARIO, CALIFORNIA 91764 • (909) 941-7799

DESIGNED BY: D.W.
 DRAWN BY: H-Z STAFF
 CHECKED BY: J.M.
 FIELD BOOK: R314290.01

SHEET 1 OF 1
 SHEETS

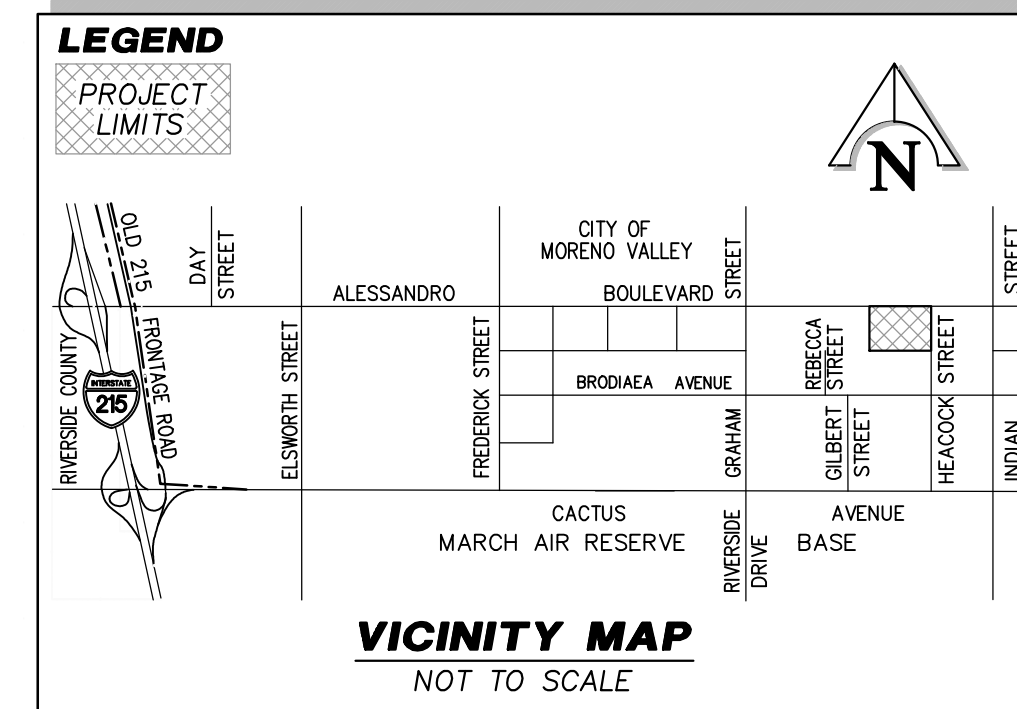
Attachment: Project Plans [Revision: 1] (6133 - Patriot Industrial Development TPM 38395 with two Industrial Buildings)

TENTATIVE PARCEL MAP NO. 38395

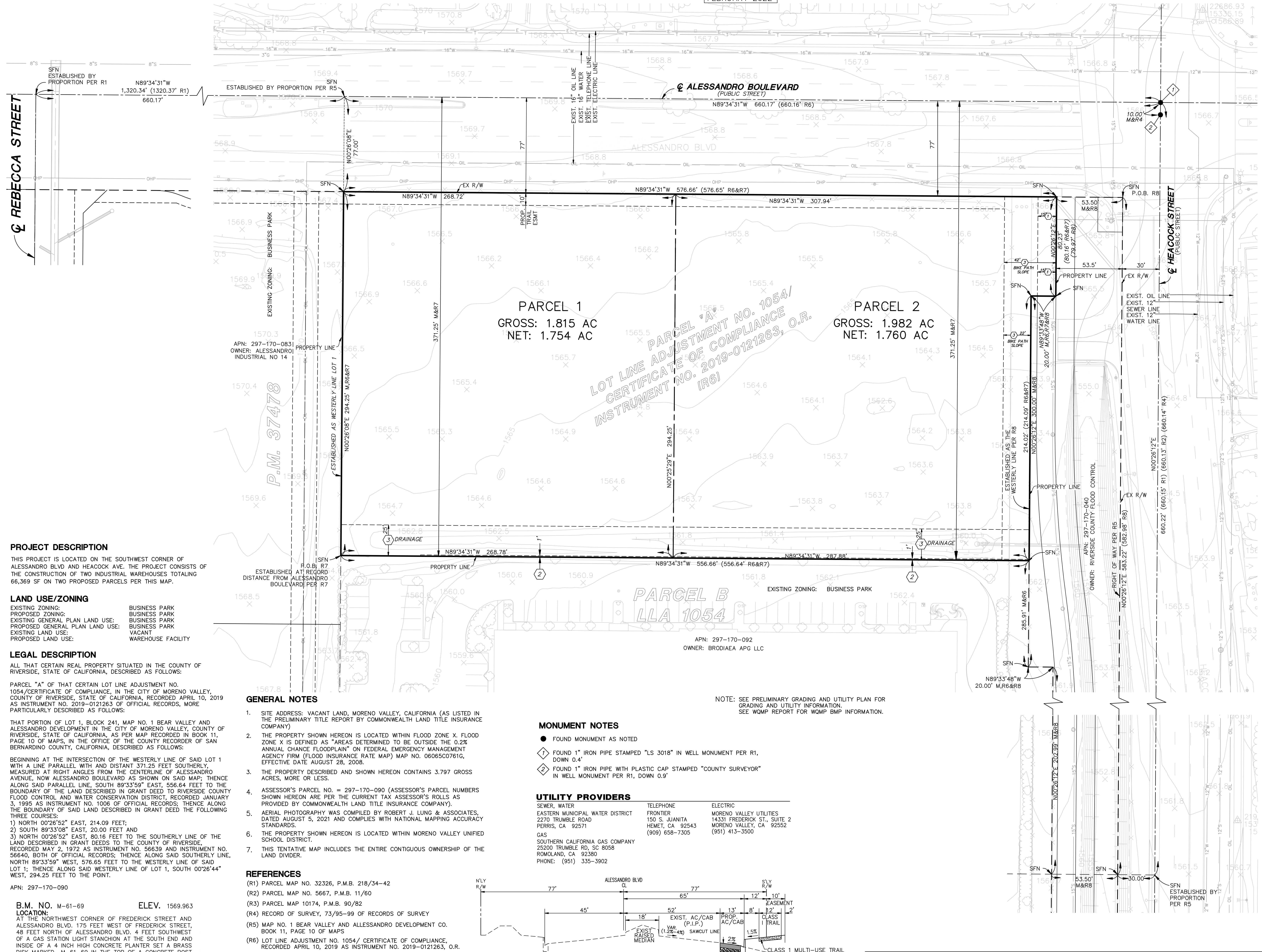
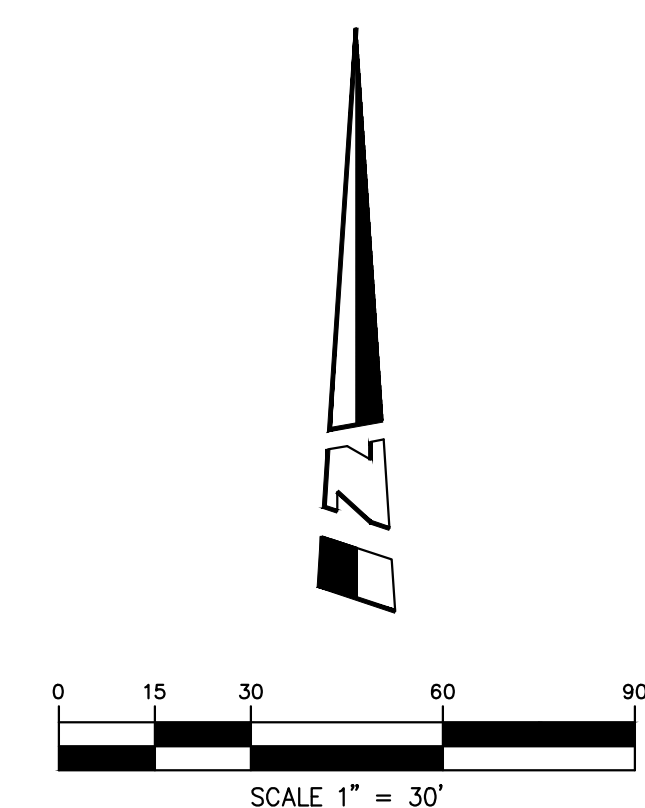
IN THE CITY OF MORENO VALLEY, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

HUITT-ZOLLARS

FEBRUARY 2022



VICINITY MAP
NOT TO SCALE



PROJECT DESCRIPTION

THIS PROJECT IS LOCATED ON THE SOUTHWEST CORNER OF ALESSANDRO BLVD AND HEACOCK AVE. THE PROJECT CONSISTS OF THE CONSTRUCTION OF TWO INDUSTRIAL WAREHOUSES TOTALING 66,369 SF ON TWO PROPOSED PARCELS PER THIS MAP.

LAND USE/ZONING

EXISTING ZONING:	BUSINESS PARK
PROPOSED ZONING:	BUSINESS PARK
EXISTING GENERAL PLAN LAND USE:	BUSINESS PARK
PROPOSED GENERAL PLAN LAND USE:	BUSINESS PARK
EXISTING LAND USE:	VACANT
PROPOSED LAND USE:	WAREHOUSE FACILITY

LEGAL DESCRIPTION

ALL THAT CERTAIN REAL PROPERTY SITUATED IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCEL "A" OF THAT CERTAIN LOT LINE ADJUSTMENT NO. 1054/CERTIFICATE OF COMPLIANCE, IN THE CITY OF MORENO VALLEY, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 11, PAGE 10 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAN BERNARDINO COUNTY, CALIFORNIA, DESCRIBED AS FOLLOWS:

THAT PORTION OF LOT 1, BLOCK 241, MAP NO. 1 BEAR VALLEY AND ALESSANDRO DEVELOPMENT IN THE CITY OF MORENO VALLEY, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 11, PAGE 10 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAN BERNARDINO COUNTY, CALIFORNIA, DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE WESTERLY LINE OF SAID LOT 1 WITH A LINE PARALLEL WITH AND DISTANT 371.25 FEET SOUTHERLY, MEASURED AT RIGHT ANGLES FROM THE CENTERLINE OF ALESSANDRO AVENUE, NOW ALESSANDRO BOULEVARD AS SHOWN ON SAID MAP; THENCE ALONG SAID PARALLEL LINE, SOUTH 89°33'59" EAST, 556.64 FEET TO THE BOUNDARY OF THE LAND DESCRIBED IN GRANT DEED TO RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT, RECORDED JANUARY 3, 1995 AS INSTRUMENT NO. 1006 OF OFFICIAL RECORDS; THENCE ALONG THE BOUNDARY OF SAID LAND DESCRIBED IN GRANT DEED THE FOLLOWING THREE COURSES:
 1) NORTH 00°26'52" EAST, 214.09 FEET;
 2) SOUTH 89°33'08" EAST, 20.00 FEET AND
 3) NORTH 00°26'52" EAST, 80.16 FEET TO THE SOUTHERLY LINE OF THE LAND DESCRIBED IN GRANT DEEDS TO THE COUNTY OF RIVERSIDE, RECORDED MAY 2, 1972 AS INSTRUMENT NO. 56639 AND INSTRUMENT NO. 56640, BOTH OF OFFICIAL RECORDS; THENCE ALONG SAID SOUTHERLY LINE, NORTH 89°33'59" WEST, 576.65 FEET TO THE WESTERLY LINE OF SAID LOT 1; THENCE ALONG SAID WESTERLY LINE OF LOT 1, SOUTH 00°26'44" WEST, 294.25 FEET TO THE POINT.

APN: 297-170-090

B.M. NO. M-61-69 ELEV. 1569.963
LOCATION:
 AT THE NORTHWEST CORNER OF FREDERICK STREET AND ALESSANDRO BLVD, 175 FEET WEST OF FREDERICK STREET, 48 FEET NORTH OF ALESSANDRO BLVD, 4 FEET SOUTHWEST OF A GAS STATION LIGHT STANCHION AT THE SOUTH END AND INSIDE OF A 4 INCH HIGH CONCRETE PLANTER SET A BRASS DISK MARKED "M-61-69 IN THE TOP OF A CONCRETE POST "NO MARKER POST SET"

BASIS OF BEARINGS:
 BEARINGS SHOWN HEREON ARE BASED ON THE CENTERLINE OF BRODIAEA AVENUE BEING NORTH 89°34'31" WEST ON PARCEL MAP NO. 32326, P.M.B. 218/34-42.

GENERAL NOTES

- SITE ADDRESS: VACANT LAND, MORENO VALLEY, CALIFORNIA (AS LISTED IN THE PRELIMINARY TITLE REPORT BY COMMONWEALTH LAND TITLE INSURANCE COMPANY)
- THE PROPERTY SHOWN HEREON IS LOCATED WITHIN FLOOD ZONE X. FLOOD ZONE X IS DEFINED AS "AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN" ON FEDERAL EMERGENCY MANAGEMENT AGENCY FIRM (FLOOD INSURANCE RATE MAP) MAP NO. 06065C0761G, EFFECTIVE DATE AUGUST 28, 2008.
- THE PROPERTY DESCRIBED AND SHOWN HEREON CONTAINS 3.797 GROSS ACRES, MORE OR LESS.
- ASSESSOR'S PARCEL NO. = 297-170-090 (ASSESSOR'S PARCEL NUMBERS SHOWN HEREON ARE PER THE CURRENT TAX ASSESSOR'S ROLLS AS PROVIDED BY COMMONWEALTH LAND TITLE INSURANCE COMPANY).
- AERIAL PHOTOGRAPHY WAS COMPILED BY ROBERT J. LUNG & ASSOCIATES, DATED AUGUST 5, 2021 AND COMPLIES WITH NATIONAL MAPPING ACCURACY STANDARDS.
- THE PROPERTY SHOWN HEREON IS LOCATED WITHIN MORENO VALLEY UNIFIED SCHOOL DISTRICT.
- THIS TENTATIVE MAP INCLUDES THE ENTIRE CONTIGUOUS OWNERSHIP OF THE LAND DIVIDER.

REFERENCES

- (R1) PARCEL MAP NO. 32326, P.M.B. 218/34-42
- (R2) PARCEL MAP NO. 5667, P.M.B. 11/60
- (R3) PARCEL MAP 10174, P.M.B. 90/82
- (R4) RECORD OF SURVEY, 73/95-99 OF RECORDS OF SURVEY
- (R5) MAP NO. 1 BEAR VALLEY AND ALESSANDRO DEVELOPMENT CO. BOOK 11, PAGE 10 OF MAPS
- (R6) LOT LINE ADJUSTMENT NO. 1054/ CERTIFICATE OF COMPLIANCE, RECORDED APRIL 10, 2019 AS INSTRUMENT NO. 2019-0121263, O.R.
- (R7) LEGAL DESCRIPTION PER COMMONWEALTH LAND TITLE COMPANY PRELIMINARY TITLE REPORT NO. 09198763, DATED JULY 6, 2021.
- (R8) GRANT DEED, RECORDED JANUARY 3, 1995 AS INSTRUMENT NO. 1006, O.R.

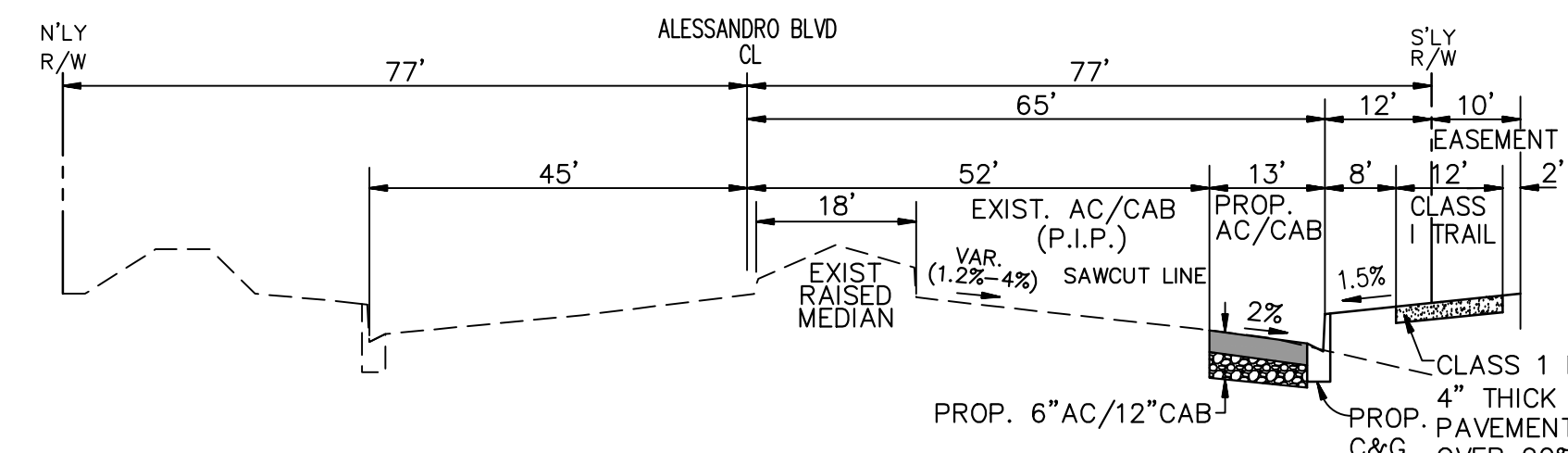
MONUMENT NOTES

- FOUND MONUMENT AS NOTED
- ◇ FOUND 1" IRON PIPE STAMPED "LS 3018" IN WELL MONUMENT PER R1, DOWN 0.4'
- ◇ FOUND 1" IRON PIPE WITH PLASTIC CAP STAMPED "COUNTY SURVEYOR" IN WELL MONUMENT PER R1, DOWN 0.9'

UTILITY PROVIDERS

SEWER, WATER EASTERN MUNICIPAL WATER DISTRICT 2270 TRUMBLE ROAD PERRIS, CA 92571	TELEPHONE FRONTIER 150 S. JUANITA HEMET, CA 92543 (909) 658-7305	ELECTRIC MORENO VALLEY UTILITIES 14331 FREDERICK ST., SUITE 2 MORENO VALLEY, CA 92552 (951) 413-3500
GAS SOUTHERN CALIFORNIA GAS COMPANY 25200 TRUMBLE RD, SC 8058 ROMOLAND, CA 92380 PHONE: (951) 335-3902		

NOTE: SEE PRELIMINARY GRADING AND UTILITY PLAN FOR GRADING AND UTILITY INFORMATION. SEE WQMP REPORT FOR WQMP BMP INFORMATION.



ALESSANDRO BOULEVARD - TYPICAL SECTION
 DIVIDED ARTERIAL PER MORENO VALLEY STD. NO. MVSI-101A-0
 N.T.S.

LEGEND / ABBREVIATIONS

—S—	EXISTING STORM DRAIN
—W—	EXISTING SEWER
—W—	EXISTING WATER
—G—	EXISTING GRADE BREAK LINE
—OIL—	EXISTING OIL LINE
—R/W—	EXISTING R/W
—P.O.B.—	PROPOSED R/W
—	PROPOSED BOUNDARY
E'LY	EASTERLY MEASURED
M	MEASURED
N'LY	NORTHERLY
NW	NORTHWEST
PL	PROPERTY LINE
P.O.C.	POINT OF COMMENCEMENT
SFN	SEARCHED, FOUND NOTHING
T.P.O.B.	TRUE POINT OF BEGINNING
W'LY	WESTERLY
R/W	RIGHT-OF-WAY
CL	CENTERLINE

EXISTING EASEMENTS

- AN EASEMENT FOR SEWER PURPOSES IN FAVOR OF EASTERN MUNICIPAL WATER DISTRICT RECORDED AUGUST 14, 1989 AS INSTRUMENT NO. 273522, OFFICIAL RECORDS.
- THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "COVENANT AND AGREEMENT REGARDING NON-BUILDABLE EASEMENT AND PUBLIC WAY FOR OPEN SPACE" RECORDED AUGUST 27, 2019 AS INSTRUMENT NO. 2019-0330373, OFFICIAL RECORDS (CONTAINS A NON-BUILDABLE EASEMENT IN FAVOR OF PARCEL B OF LOT LINE ADJUSTMENT NO. 1054/CERTIFICATE OF COMPLIANCE).
- THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "COVENANT AND AGREEMENT REGARDING TEMPORARY GRADING, CONSTRUCTION AND DRAINAGE EASEMENT" RECORDED AUGUST 27, 2019 AS INSTRUMENT NO. 2019-0330373, OFFICIAL RECORDS (CONTAINS TEMPORARY EASEMENTS FOR DRAINAGE SYSTEM PURPOSES AND TO CONSTRUCT A BIKE TRAIL AND NECESSARY SLOPE PURPOSES IN FAVOR OF PARCEL B OF LOT LINE ADJUSTMENT NO. 1054/CERTIFICATE OF COMPLIANCE, EASEMENTS SHALL REMAIN FOR THE DURATION UNTIL THE SUBJECT LAND IS DEVELOPED).

OWNER/DEVELOPER

PATRIOT DEVELOPMENT PARTNERS
 12126 W. SUNSET BLVD.
 LOS ANGELES, CA 90049
 PHONE: 858-952-4134
 EMAIL: KEVIN@PATRIOTDEVELOPMENTPARTNERS.COM
 CONTACT: KEVIN RICE

ENGINEER

HUITT-ZOLLARS
 3990 CONCORDS, SUITE 330
 ONTARIO, CALIFORNIA 91764
 PHONE: (909) 941-7799
 EMAIL: JMRAD@HUITT-ZOLLARS.COM
 CONTACT: JOHNNY MURAD

TENTATIVE PARCEL MAP 38395

FOR
PATRIOT - ALESSANDRO INDUSTRIAL
 ALESSANDRO AVENUE AND HEACOCK STREET
 CITY OF MORENO VALLEY

HUITT-ZOLLARS

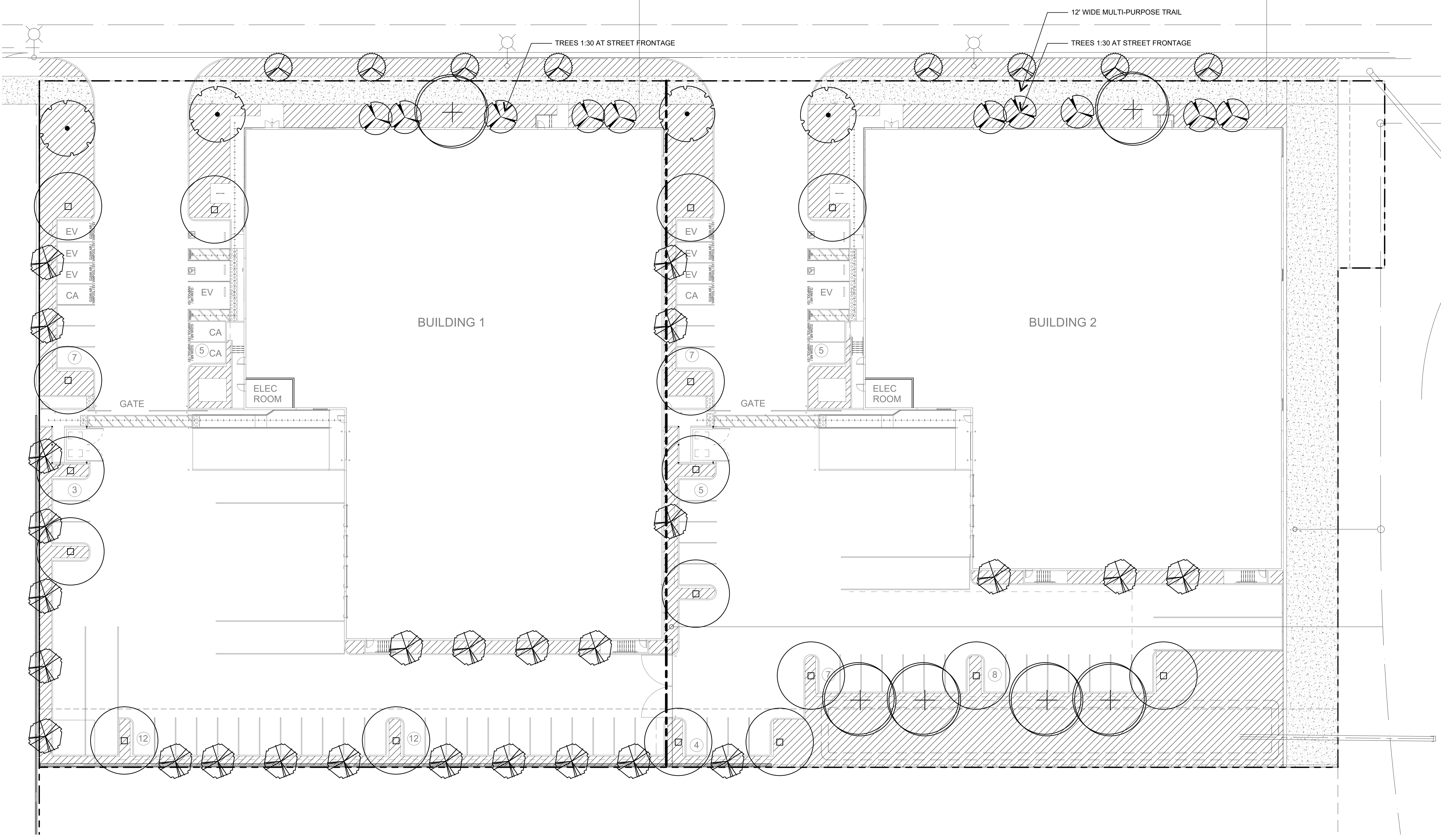
HUITT-ZOLLARS, INC.
 3990 CONCORDS, SUITE 330 • ONTARIO, CALIFORNIA 91764 • (909) 941-7799

PEN22-0051
 DATE PREPARED: JULY 1, 2022

DESIGNED BY D.W.	SHEET
DRAWN BY H-Z STAFF	OF
CHECKED BY J.M.	1
FIELD BOOK	SHEETS

Attachment: Project Plans [Revision 1] (6133 - Patriot Industrial Development) PM 38395 with two Industrial Buildings

ALESSANDRO BLVD

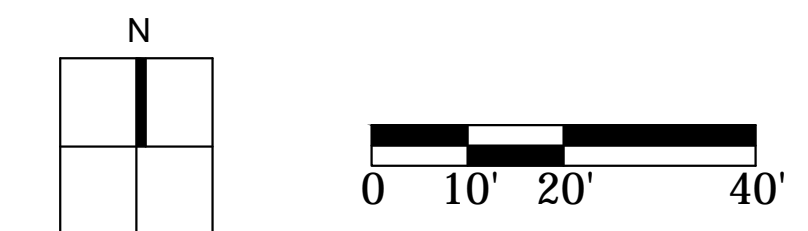


SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	Lagerstroemia l 'Muskogee' Crape Myrtle	24" Box	0	M	Standard street trees 40' oc
	Magnolia o 'Little Gem' Magnolia	24" Box	10	M	Standard
	Olea europaea Olive	48" Box	4	L	Multi
	Pistacia chinensis Chinese Pistache	24" Box	6	L	Standard
	Rhus lancea African Sumac	24" Box	17	L	Standard
	Tristania conferta Brisbane Box	15 Gal	26	M	Standard

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	SPACING
	Acca sellowiana Pineapple Gauva	5 Gal	0	M	3' OC from hardscape
	Callistemon 'Little John' Dwarf Bottle Brush	5 Gal	0	M	3' OC from hardscape
	Dianella tasmanica Dianella	5 Gal	0	M	2' from hardscape
	Dietes bicolor Fortnight Lily	5 Gal	0	M	2' from hardscape
	Ligustrum j. Texanum Texas Privet	5 Gal	0	M	2' from hardscape
	Muhlenbergia capillaris Pink Muhly	5 Gal	0	M	2' from hardscape
	Muhlenbergia rigens Deer Grass	5 Gal	0	M	2' from hardscape
	Rhaphiolepis l. 'Clara' Indian Hawthorn	5 Gal	0	M	3' OC from hardscape
	Rhaphiolepis l. 'Springtime' Indian Hawthorn	5 Gal	0	M	3' OC from hardscape
	Salvia greggii Autumn Sage	5 Gal	0	L	2' from hardscape
	Salvia leucantha Mexican Sage	5 Gal	0	L	2' from hardscape
	Westringia fruticosa Coast Rosemary	5 Gal	0	L	3' OC from hardscape
	Westringia f. 'Grey Box' Dwarf Coast Rosemary	5 Gal	0	L	2' from hardscape

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	Agave 'Blue Glow' Blue Glow Agave	5 Gal	0	L	
	Aloe striata Coral Aloe	1 Gal	0	L	
	Hesperaloe parviflora Red Yucca	5 Gal	0	L	

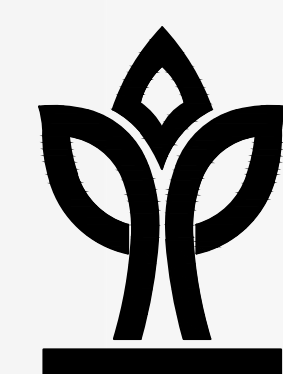
SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS	REMARKS
	Carissa m. 'Green Carpet' Prostrate Natal Plum	1 Gal	36" O.C.	M	
	Hemerocallis hybridus-Yellow Yellow Day Lily	1 Gal	24" O.C.	M	
	Lantana 'Gold Mound' Yellow Lantana	1 Gal	36" O.C.	L	
	Lonicera j. 'Halliana' Hall's Honeysuckle	1 Gal	48" O.C.	L	
	Rosmarinus o. 'Huntington Carpet' Prostrate Rosemary	1 Gal	48" O.C.	L	
	Sesleria autumnalis Moor Grass	1 Gal	18" O.C.	M	
	Trachelospermum jasminoides Star Jasmine	1 Gal	24" O.C.	M	
	Rosa 'Flower Carpet' -Red Red Flower Carpet Rose	1 Gal	30" O.C.	L	



Alessandro Blvd and Heacock St.

22-011
02.16.22
07.30.22


Moreno Valley, California



HUNTER LANDSCAPE

711 FEE ANA STREET PLACENTIA, CA 92870
714.986.2400 FAX 714.986.2408

D-Series Size 1 Amber Series LED Area Luminaire



Specifications
EPA: 1.01 ft (0.31m)
Length: 33" (0.84m)
Width: 13" (0.33m)
Height H1: 7-1/2" (0.19m)
Height H2: 3-1/2" (0.09m)
Weight (max): 27 lbs (12.2kg)

Introduction
The modern styling of the D-Series is striking yet unobtrusive - making a bold, progressive statement even as it blends seamlessly with its environment. The D-Series distills the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire. The outstanding photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. It is ideal for replacing up to 750W metal halide in pedestrian and area lighting applications with typical energy savings of 65% and expected service life of over 100,000 hours.

Ordering Information EXAMPLE: DSX1 LED P7 AMBLW T3M MVOLT SPA DDBXB

Series	LEDs	Color temperature	Distribution	Voltage	Mounting	
DSX1 LED	Forward optics P1 P4 P7 P2 P5 P8 P3 P6 P9 Related optics PIP P12 PIV	AMBLW Lambertian length amber AMPC Phosphor converted amber	T15 Type I short T25 Type II short T3M Type III medium T5M Type IV medium T7M Type V medium T9M Type VI medium T15M Type VII medium	T35 Type I short T55 Type II short T3M Type III medium T5M Type IV medium T7M Type V medium T9M Type VI medium T15M Type VII medium	MVOLT 120V 120V SPA 208V RPA 240V WPA 277V SPUBA 347V RPUBA 480V Shipped separately RMA6 DDBXB	Shipped included SPA Square pole mounting RPA Round pole mounting WPA Wall bracket SPUBA Square pole universal mounting adapter RPUBA Round pole universal mounting adapter Shipped separately RMA6 DDBXB Round arm mounting bracket adapter (specify finish)


Control options

Shipped installed	Other options	Finish
NLMR2 (Light AR generation 2 enabled) ¹⁾ NLRW Network, high/low motion/ambient sensor PBR 800K max/low response only (control ambient separate) ¹⁾ PBR5 Five-pin response only (control ambient separate) ¹⁾ PBR7 Seven-pin response only (control ambient separate) ¹⁾ DMG 0-10V dimming extend out back of housing for use with an external control (control separate) ¹⁾ DS Dual switching ¹⁾	PR High/low motion/ambient sensor, 0-15' mounting height, ambient sensor enabled at 36" ¹⁾ PRM High/low motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 36" ¹⁾ PRMFCV High/low motion/ambient sensor, 0-15' mounting height, ambient sensor enabled at 36" ¹⁾ PRMFCVH High/low motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 36" ¹⁾ FAO Field adjustable output ¹⁾	BRND Dark bronze BLKD Black RALD Natural aluminum BRND White DBFD Beaded dark bronze BLKD Beaded black ALUMD Beaded natural aluminum BRND White

Shipped separately
RMA6 DDBXB Round arm mounting bracket adapter (specify finish)

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D-Series Size 0 Amber Series LED Area Luminaire



Specifications
EPA: 0.95 ft (0.29m)
Length: 26" (0.66m)
Width: 13" (0.33m)
Height H1: 3" (0.08m)
Height H2: 7" (0.18m)
Weight (max): 16 lbs (7.2kg)

Introduction
The modern styling of the D-Series is striking yet unobtrusive - making a bold, progressive statement even as it blends seamlessly with its environment. The D-Series distills the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire. The outstanding photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. It is ideal for replacing up to 400W metal halide with typical energy savings of 70% and expected service life of over 100,000 hours.

Ordering Information EXAMPLE: DSX0 LED P4 AMBLW T3M MVOLT SPA DDBXB

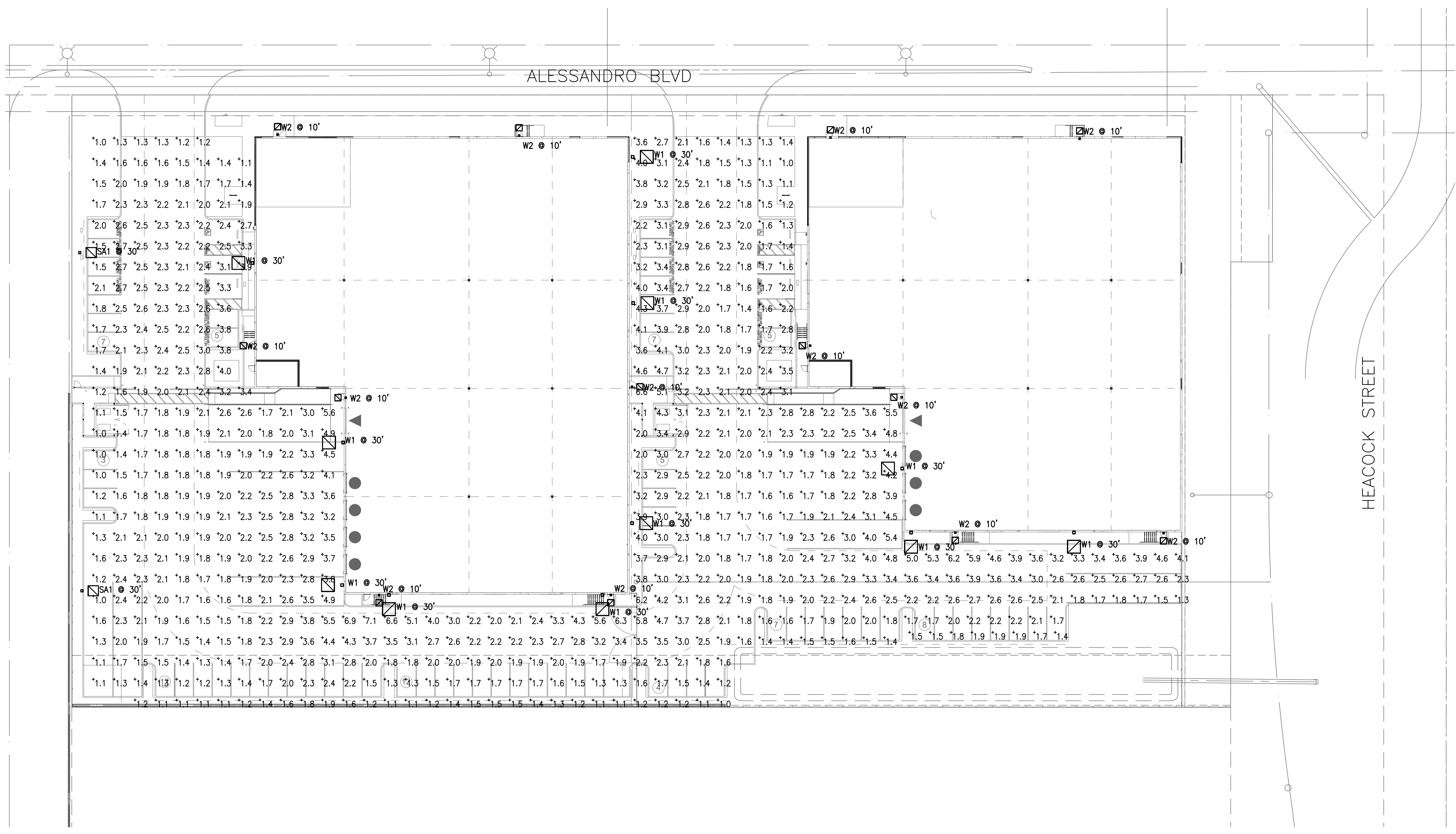
Series	LEDs	Color temperature	Distribution	Voltage	Mounting	
DSX0 LED	Forward optics P1 P4 P2 P5 P3 P6 Related optics PIP P12 PIV	AMBLW Lambertian length amber AMPC Phosphor converted amber	T15 Type I short T25 Type II short T3M Type III medium T5M Type IV medium T7M Type V medium T9M Type VI medium T15M Type VII medium	T35 Type I short T55 Type II short T3M Type III medium T5M Type IV medium T7M Type V medium T9M Type VI medium T15M Type VII medium	MVOLT 120V 120V SPA 208V RPA 240V WPA 277V SPUBA 347V RPUBA 480V Shipped separately RMA6 DDBXB	Shipped included SPA Square pole mounting RPA Round pole mounting WPA Wall bracket SPUBA Square pole universal mounting adapter RPUBA Round pole universal mounting adapter Shipped separately RMA6 DDBXB Round arm mounting bracket adapter (specify finish)

Control options

Shipped installed	Other options	Finish
NLMR2 (Light AR generation 2 enabled) ¹⁾ NLRW Network, high/low motion/ambient sensor PBR 800K max/low response only (control ambient separate) ¹⁾ PBR5 Five-pin response only (control ambient separate) ¹⁾ PBR7 Seven-pin response only (control ambient separate) ¹⁾ DMG 0-10V dimming extend out back of housing for use with an external control (control separate) ¹⁾	PR High/low motion/ambient sensor, 0-15' mounting height, ambient sensor enabled at 36" ¹⁾ PRM High/low motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 36" ¹⁾ PRMFCV High/low motion/ambient sensor, 0-15' mounting height, ambient sensor enabled at 36" ¹⁾ PRMFCVH High/low motion/ambient sensor, 15-30' mounting height, ambient sensor enabled at 36" ¹⁾ FAO Field adjustable output ¹⁾	BRND Dark bronze BLKD Black RALD Natural aluminum BRND White DBFD Beaded dark bronze BLKD Beaded black ALUMD Beaded natural aluminum BRND White

Shipped separately
RMA6 DDBXB Round arm mounting bracket adapter (specify finish)

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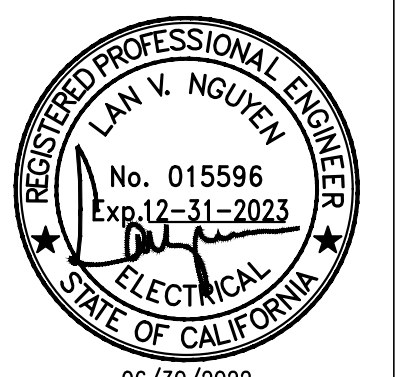
SITE PHOTOMETRIC
SCALE: 1"=30'-0"

SCHEDULE

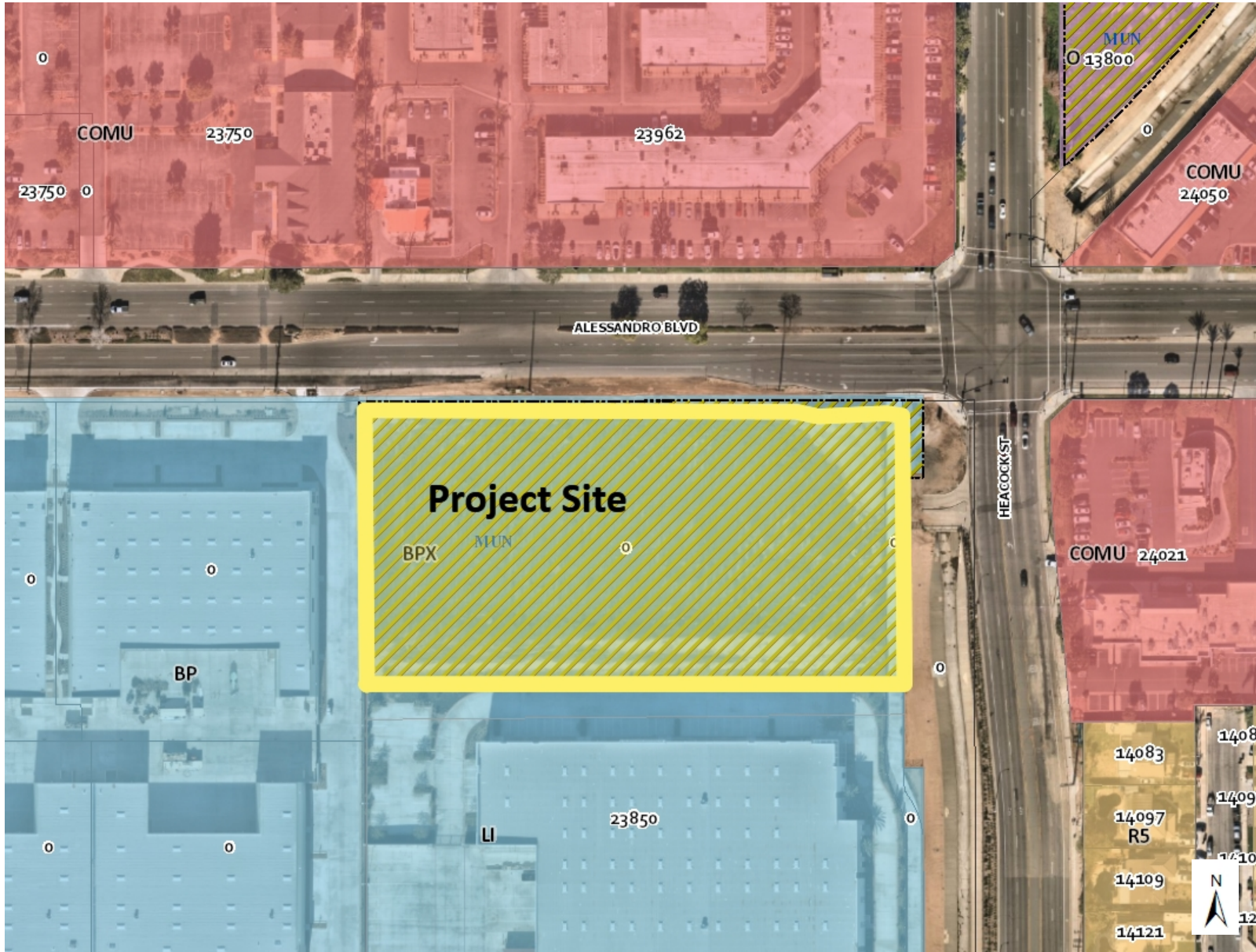
SYMBOL	LABEL	QUANTITY	MANUFACTURER	CATALOG NUMBER	DESCRIPTION	LAMP	NUMBER LAMPS	LUMENS PER LAMP	LIGHT LOSS FACTOR	WATTAGE
□	SA1	2	U.S. ARCHITECTURAL LIGHTING	RZR-PLD-III-W-BOLED-525mA-NW-HS MMS11 POLE MT AT 30 FT AFG BUG RATING B1 UO G3	CAST BLACK PAINTED FINNED METAL HOUSING.	80 WHITE LIGHT EMITTING DIODES (LEDS), BASE UP.	80	167	0.9	129.4
□	W1	11	U.S. ARCHITECTURAL LIGHTING	RZR-PLD-IV-FT-BOLED-700mA-NW MMS11 WALL MT AT 30 FT AFG	CAST BLACK PAINTED FINNED METAL HOUSING.	80 WHITE LIGHT EMITTING DIODES (LEDS), BASE UP.	80	269	0.9	173.6
□	W2	13	U.S. ARCHITECTURAL LIGHTING	RZR-WM1-PLD-III-W-20LED-525mA-NW EM1 BUG RATING B1 UO G2 MMS11 WALL MT AT 10 FT AFG	CAST BLACK PAINTED FINNED METAL HOUSING.	20 WHITE LIGHT EMITTING DIODES (LEDS), BASE UP.	20	218	0.9	32.4

STATISTICS

DESCRIPTION	SYMBOL	AVG	MAX	MIN	MAX/MIN	AVG/MIN
CALC ZONE #1	+	2.4 FC	7.1 FC	1.0 FC	7.1:1	2.4:1
CALC ZONE #2	+	1.7 FC	1.9 FC	1.4 FC	1.4:1	1.2:1



Zoning Map



Legend

Mixed Use District

- MUI
- MUN

Zoning

- Commercial
- Center Mixed Use
- Downtown Center
- Corridor Mixed Use
- Industrial/Business Park
- Public Facilities
- Highway Office/Commercial
- Office
- Business Flex
- 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

Image Source: Nearmap

Notes:

315.5 0 157.74 315.5 Feet

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.