



AGENDA

**CITY COUNCIL OF THE CITY OF MORENO VALLEY
MORENO VALLEY COMMUNITY SERVICES DISTRICT
CITY AS SUCCESSOR AGENCY FOR THE
COMMUNITY REDEVELOPMENT AGENCY OF
THE CITY OF MORENO VALLEY
MORENO VALLEY HOUSING AUTHORITY
MORENO VALLEY PUBLIC FINANCING AUTHORITY
BOARD OF LIBRARY TRUSTEES**

April 16, 2019

REGULAR MEETING – 6:00 PM

City Council Study Sessions

Second Tuesday of each month – 6:00 p.m.

City Council Meetings

Special Presentations – 5:30 P.M.

First & Third Tuesday of each month – 6:00 p.m.

City Council Closed Session

Will be scheduled as needed at 4:30 p.m.

City Hall Council Chamber – 14177 Frederick Street

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

Dr. Yxstian A. Gutierrez, Mayor

Victoria Baca, Mayor Pro Tem
Ulises Cabrera, Council Member

David Marquez, Council Member
Dr. Carla J. Thornton, Council Member

AGENDA
CITY COUNCIL OF THE CITY OF MORENO VALLEY
April 16, 2019

CALL TO ORDER - 5:30 PM

SPECIAL PRESENTATIONS

1. Business Spotlight
2. Proclamation Recognizing Donate Life Month

**AGENDA
JOINT MEETING OF THE
CITY COUNCIL OF THE CITY OF MORENO VALLEY
MORENO VALLEY COMMUNITY SERVICES DISTRICT
CITY AS SUCCESSOR AGENCY FOR THE
COMMUNITY REDEVELOPMENT AGENCY OF THE
CITY OF MORENO VALLEY
MORENO VALLEY HOUSING AUTHORITY
MORENO VALLEY PUBLIC FINANCING AUTHORITY
AND THE BOARD OF LIBRARY TRUSTEES**

***THE CITY COUNCIL RECEIVES A SEPARATE STIPEND FOR CSD
MEETINGS***

**REGULAR MEETING – 6:00 PM
APRIL 16, 2019**

CALL TO ORDER

Joint Meeting of the City Council, Community Services District, City as Successor Agency for the Community Redevelopment Agency, Housing Authority and the Board of Library Trustees - actions taken at the Joint Meeting are those of the Agency indicated on each Agenda item.

PLEDGE OF ALLEGIANCE

INVOCATION

Pastor Melvin Thomas, Praise and Worship Center

ROLL CALL

INTRODUCTIONS

PUBLIC COMMENTS ON MATTERS ON THE AGENDA WILL BE TAKEN UP AS THE ITEM IS CALLED FOR BUSINESS, BETWEEN STAFF'S REPORT AND CITY COUNCIL DELIBERATION (SPEAKER SLIPS MAY BE TURNED IN UNTIL THE ITEM IS CALLED FOR BUSINESS.)

PUBLIC COMMENTS ON ANY SUBJECT NOT ON THE AGENDA UNDER THE JURISDICTION OF THE CITY COUNCIL

Those wishing to speak should complete and submit a BLUE speaker slip to the Sergeant-at-Arms. There is a three-minute time limit per person. All remarks and questions shall be addressed to the presiding officer or to the City Council.

JOINT CONSENT CALENDARS (SECTIONS A-E)

All items listed under the Consent Calendars, Sections A, B, C, D, and E are considered to be routine and non-controversial, and may be enacted by one motion unless a member of the City Council, Community Services District, City as Successor Agency for the Community Redevelopment Agency, Housing Authority or the Board of Library Trustees requests that an item be removed for separate action. The motion to adopt the Consent Calendars is deemed to be a separate motion by each Agency and shall be so recorded by the City Clerk. Items withdrawn for report or discussion will be heard after public hearing items.

A. CONSENT CALENDAR-CITY COUNCIL

- A.1. ORDINANCES - READING BY TITLE ONLY - THE MOTION TO ADOPT AN ORDINANCE LISTED ON THE CONSENT CALENDAR INCLUDES WAIVER OF FULL READING OF THE ORDINANCE.

Recommendation: Waive reading of all Ordinances.

- A.2. MINUTES - CITY COUNCIL - STUDY SESSION - MAR 12, 2019 6:00 PM

Recommendation: Approve as submitted.

- A.3. MINUTES - CITY COUNCIL - REGULAR MEETING - MAR 19, 2019 6:00 PM

Recommendation: Approve as submitted.

- A.4. MAYORAL APPOINTMENTS TO THE ACCESSIBILITY APPEALS BOARD, AND THE TRAFFIC SAFETY COMMISSION (Report of: City Clerk)

Recommendation:

1. Receive and confirm the slate of Mayoral appointments as follows:

ACCESSIBILITY APPEALS BOARD

<u>Name</u>	<u>Position</u>	<u>Term</u>
Esther Johnson	Public Representative	Ending 06/30/21

TRAFFIC SAFETY COMMITTEE

<u>Name</u>	<u>Position</u>	<u>Term</u>
Anita Robinson	Member	Ending 06/30/21

A.5. LIST OF PERSONNEL CHANGES (Report of: Human Resources)

Recommendation:

1. Ratify the list of personnel changes as described.

A.6. PAYMENT REGISTER - FEBRUARY 2019 (Report of: Financial & Management Services)

Recommendation:

1. Receive and file the Payment Register.

A.7. ADOPT RESOLUTION AUTHORIZING AMENDMENT NO. 6 TO THE LOAN AGREEMENT BETWEEN THE CITY OF MORENO VALLEY AND THE POLICE FACILITIES DEVELOPMENT IMPACT FUND (Report of: Financial & Management Services)

Recommendation:

1. Adopt a Resolution of the City Council of the City of Moreno Valley, California, authorizing Amendment No. 6 to the loan agreement between the City of Moreno Valley and the Police Facility Development Impact Fee fund.

A.8. AUTHORIZE THE AWARD OF THE CONSTRUCTION CONTRACT TO PACIFIC UTILITY INSTALLATION, INC. FOR THE INDIAN STREET AND BAY AVENUE LINE EXTENSION IMPROVEMENTS, PROJECT NOS. 805 0051 AND 805 0052 (Report of: Financial & Management Services)

Recommendations:

1. Award the construction contract to Pacific Utility Installation, Inc. 1585 Harmony Circle, Anaheim, CA 92807, the lowest responsible bidder, for the Indian Street and Bay Avenue Line Extension Projects.
2. Authorize the City Manager to execute a contract with Pacific Utility Installation, Inc.
3. Authorize the issuance of a Purchase Order to Pacific Utility Installation, Inc. for the amount of \$221,166 (\$192,318 bid amount plus 15% contingency) when the contract has been signed by all parties.
4. Authorize the Chief Financial Officer/City Treasurer to execute any subsequent related minor change orders to the contract with Pacific Utility Installation, Inc. up to, but not exceeding, the 15% contingency amount of \$28,848, subject to the approval of the City Attorney.

A.9. EXECUTE QUITCLAIM EASEMENT DEED FOR ELECTRIC PUBLIC UTILITY PURPOSES (Report of: Financial & Management Services)

Recommendations:

1. Authorize the Mayor to execute the Quitclaim Easement Deed.
2. Direct the City Clerk to forward the signed Quitclaim Easement Deed to the County Recorder's Office for recordation.

A.10. APPROVE AMENDMENT TO PROFESSIONAL SERVICES AGREEMENT WITH SYNERGY (Report of: Financial & Management Services)

Recommendation:

1. Approve the Professional Services Agreement Amendment with Synergy Companies for Energy Audit and Direct Installation of Energy Efficiency Measures.
2. Authorize the City Manager to execute the Amendment.

A.11. ADOPT A RESOLUTION TO APPROVE A JOINT COMMUNITY FACILITIES AGREEMENT BY AND AMONG VAL VERDE UNIFIED SCHOOL DISTRICT, THE CITY OF MORENO VALLEY, AND MPLC LEGACY 75 ASSOCIATES, LP RELATING TO COMMUNITY FACILITIES DISTRICT NO. 2018-1 OF VAL VERDE UNIFIED SCHOOL DISTRICT (Report of: Public Works)

Recommendation:

Adopt Resolution No. 2019-____, a Resolution Approving the Joint Community Facilities Agreement between the Val Verde Unified School District, City of Moreno Valley and MPLC Legacy 75 Associates, LP, in substantially the form attached hereto with modifications subject to City Attorney approval, and authorize the City Manager to execute the Agreement and related documents.

A.12. ADOPT A RESOLUTION TO APPROVE A JOINT COMMUNITY FACILITIES AGREEMENT BY AND AMONG MORENO VALLEY UNIFIED SCHOOL DISTRICT, THE CITY OF MORENO VALLEY, AND KB HOME COASTAL INC. RELATING TO COMMUNITY FACILITIES DISTRICT NO. 2019-1 OF MORENO VALLEY UNIFIED SCHOOL DISTRICT (Report of: Public Works)

Recommendation:

Adopt Resolution No. 2019-____, a Resolution Approving the Joint Community Facilities Agreement between the Moreno Valley Unified School District, City of Moreno Valley and KB Home Coastal Inc., in substantially the form

attached hereto with modifications subject to City Attorney approval, and authorize the City Manager to execute the Agreement and related documents.

A.13. SUPPLEMENTAL LAW ENFORCEMENT SERVICES ACCOUNT (SLESA) EXPENDITURE PLAN FOR FY18-19 (Report of: Police Department)

Recommendations:

1. Accept the Supplemental Law Enforcement Services Account (SLESA) grant award for FY 2018-19.
2. Approve an increase of \$126,226 to the SLESA Grant Fund (Fund 2410) FY 2018-19 revenue budget to reflect the total FY 2018-19 allocation of \$473,664.
3. Approve an increase of \$126,226 to the SLESA Grant Fund FY 2018-19 expenditure budget (Fund 2410) to reflect the FY 2018-19 planned expenditure of \$473,664.

A.14. CONSIDERATION OF A RESOLUTION RECOGNIZING THE IMPORTANCE OF THE 2020 CENSUS (Report of: City Attorney)

Recommendation:

Staff recommends that the City Council consider and take action on a Resolution recognizing the importance of the 2020 Census.

A.15. SECOND AMENDMENT TO AGREEMENT FOR LAW ENFORCEMENT SERVICES BETWEEN THE CITY OF MORENO VALLEY AND MORENO VALLEY MALL HOLDING, LLC (Report of: City Manager)

Recommendations:

1. Approve the Second Amendment to Agreement for Law Enforcement Services between the City of Moreno Valley and Moreno Valley Mall Holding, LLC; and
2. Authorize the City Manager to sign and execute the amended agreement.

A.16. AUTHORIZATION TO CLOSE PUBLIC STREETS FOR THE 4TH OF JULY PARADE & FUNFEST ON THURSDAY, JULY 4, 2019 (Report of: Parks & Community Services)

Recommendations:

1. Authorize the closure of the following streets between the hours of 6 a.m. and 12 noon for the purpose of conducting the 4th of July Parade scheduled to take place on Thursday, July 4, 2019;

- a. Frederick Street between Centerpoint Drive and Cactus Avenue;
 - b. Towngate Boulevard between Frederick Street and Heritage Way;
 - c. Towngate Boulevard between Frederick Street, Eucalyptus Avenue and Memorial Way;
 - d. Brabham Street between Frederick Street and Andretti Street;
 - e. Eucalyptus Avenue between Pan Am Boulevard and Kochi Drive;
 - f. Atlantic Circle east of Frederick Street;
 - g. Dracaea Avenue between Pan Am Boulevard and Kochi Drive;
 - h. Cottonwood Avenue between Pan Am Boulevard and Dunhill Drive;
 - i. Bay Avenue between Kristina Court and Courage Street;
 - j. Alessandro Boulevard between Elsworth and Graham Street;
 - k. Brodiaea Avenue at Frederick Street;
 - l. Resource Way between Frederick Street and Corporate Way;
 - m. Corporate Way between Calle San Juan de Los Lagos and Resource Way;
 - n. Calle San Juan De Los Lagos between Frederick Street and Veterans Way;
 - o. Veterans Way between Cactus Avenue and Alessandro Boulevard;
 - p. Newhope Street between Veterans Way and Elsworth Street;
 - q. Veterans Way between Cactus Avenue and Alessandro Boulevard;
 - r. Goldencrest Drive between Elsworth Street and Veterans Way; and
2. Authorize the closure of Dracaea Avenue between Morrison Street and Mascot Street, between the hours of 6 a.m. and 11 p.m., Thursday, July 4, 2019, for the purpose of conducting the 4th of July FunFest; and
 3. Authorize one-way traffic on various streets and the closure of traffic lanes, for a short period of time immediately following the fireworks display, in the vicinity of Morrison Park to be directed by the Moreno Valley Police Department.

A.17. ACCEPTANCE OF CYCLE 4 ACTIVE TRANSPORTATION PROGRAM (ATP) GRANT AND FUNDING APPROPRIATION FOR JUAN BAUTISTA DE ANZA MULTI USE TRAIL PROJECT (Report of: Public Works)

Recommendations:

Accept the Active Transportation Program (ATP) grant award of up to \$8,403,000 to build the remaining segments of the Juan Bautista De Anza Multi-Use Trail from Moreno Valley Mall to Iris Avenue.

A.18. CONSIDERATION OF AMENDMENT TO EMPLOYMENT AGREEMENT WITH THE CITY MANAGER (Report of: City Attorney)

Recommendation:

It is recommended that the City Council approve the amended Employment Agreement with the City Manager.

B. CONSENT CALENDAR-COMMUNITY SERVICES DISTRICT

B.1. ORDINANCES - READING BY TITLE ONLY - THE MOTION TO ADOPT AN ORDINANCE LISTED ON THE CONSENT CALENDAR INCLUDES WAIVER OF FULL READING OF THE ORDINANCE.

Recommendation: Waive reading of all Ordinances.

B.2. MINUTES - STUDY SESSION OF MARCH 12, 2019 6:00 PM (See A.2)

Recommendation: Approve as submitted.

B.3. MINUTES - REGULAR MEETING OF MARCH 19, 2019 6:00 PM (See A.3)

Recommendation: Approve as submitted.

B.4. ADOPT RESOLUTIONS TO INITIATE PROCEEDINGS TO LEVY ASSESSMENTS IN FISCAL YEAR 2019/20 FOR MORENO VALLEY COMMUNITY SERVICES DISTRICT LANDSCAPE MAINTENANCE DISTRICT NO. 2014-02 (Report of: Public Works)

Recommendations:

1. Adopt Resolution No. CSD 2019-___, a Resolution of the Moreno Valley Community Services District of the City of Moreno Valley, California, Initiating Proceedings to Levy the Fiscal Year 2019/20 Assessment against Real Property in Moreno Valley Community Services District Landscape Maintenance District No. 2014-02.
2. Adopt Resolution No. CSD 2019-___, a Resolution of the Moreno Valley Community Services District of the City of Moreno Valley, California, Approving an Engineer's Report in Connection with the 2019/20 Assessment against Real Property in Moreno Valley Community Services District Landscape Maintenance District No. 2014-02.
3. Adopt Resolution No. CSD 2019-___, a Resolution of the Moreno Valley Community Services District of the City of Moreno Valley, California, Declaring its Intention to Levy the Fiscal Year 2019/20 Assessment against Real Property in Moreno Valley Community Services District Landscape Maintenance District No. 2014-02.

C. CONSENT CALENDAR - HOUSING AUTHORITY

- C.1. ORDINANCES - READING BY TITLE ONLY - THE MOTION TO ADOPT AN ORDINANCE LISTED ON THE CONSENT CALENDAR INCLUDES WAIVER OF FULL READING OF THE ORDINANCE.

Recommendation: Waive reading of all Ordinances.

- C.2. MINUTES - STUDY SESSION OF MARCH 12, 2019 6:00 PM (See A.2)

Recommendation: Approve as submitted.

- C.3. MINUTES - REGULAR MEETING OF MARCH 19, 2019 6:00 PM (See A.3)

Recommendation: Approve as submitted.

D. CONSENT CALENDAR - BOARD OF LIBRARY TRUSTEES

- D.1. ORDINANCES - READING BY TITLE ONLY - THE MOTION TO ADOPT AN ORDINANCE LISTED ON THE CONSENT CALENDAR INCLUDES WAIVER OF FULL READING OF THE ORDINANCE.

Recommendation: Waive reading of all Ordinances.

- D.2. MINUTES - STUDY SESSION OF MARCH 12, 2019 6:00 PM (See A.2)

Recommendation: Approve as submitted.

- D.3. MINUTES - REGULAR MEETING OF MARCH 19, 2019 6:00 PM (See A.3)

Recommendation: Approve as submitted.

E. CONSENT CALENDAR - PUBLIC FINANCING AUTHORITY

- D.1. ORDINANCES - READING BY TITLE ONLY - THE MOTION TO ADOPT AN ORDINANCE LISTED ON THE CONSENT CALENDAR INCLUDES WAIVER OF FULL READING OF THE ORDINANCE.

Recommendation: Waive reading of all Ordinances.

- D.2. MINUTES - STUDY SESSION OF MARCH 12, 2019 6:00 PM (See A.2)

Recommendation: Approve as submitted.

- D.3. MINUTES - REGULAR MEETING OF MARCH 19, 2019 6:00 PM (See A.3)

Recommendation: Approve as submitted.

F. PUBLIC HEARINGS

Questions or comments from the public on a Public Hearing matter are limited to five minutes per individual and must pertain to the subject under consideration.

Those wishing to speak should complete and submit a GOLDENROD speaker slip to the Sergeant-at-Arms.

F.1. PUBLIC HEARING TO APPROVE CDBG, HOME & ESG PROJECT SELECTIONS FOR INCLUSION IN FY 2019-20 ANNUAL ACTION PLAN (Report of: Financial & Management Services)

Recommendations: That the City Council:

1. Conduct a Public Hearing for the Community Development Block Grant (CDBG), HOME Investment Partnership (HOME) and Emergency Solutions Grant (ESG) Programs to allow the public an opportunity to comment on the proposed project selections for Fiscal Year (FY) 2019/20 Annual Action Plan.
2. Approve the recommended projects for inclusion in the Annual Action Plan (FY 2019/20) as an application to the U.S. Department of Housing and Urban Development for funding under the federal CDBG, HOME and ESG programs.
3. Authorize the Chief Financial Officer to amend the City's Budget to include the allocations as approved in the FY2019/20 Action Plan.

F.2. General Plan Amendment and Change of Zone for approximately 19.7 acres of the westerly portion of a 36.8 acre project site and a Plot Plan for a 768,000 square foot industrial logistics building and associated site improvements on the 36.8 acres for Phase 2 of Highland Fairview Corporate Park (Report of: Community Development)

Recommendations: That the City Council:

1. ADOPT Resolution No. 2019-XX to Certify the Addendum to the previously adopted Highland Fairview Corporate Park Environmental Impact Report for Plot Plan (PEN18-0254), General Plan Amendment (PEN18-0191), and Change of Zone (PEN18-0192), and readopt the Statement of Overriding Considerations previously adopted in February 2009 in that the overriding considerations still apply to the project; and
2. ADOPT Resolution No. 2019-XX approving a General Plan Amendment (PEN18-0191) changing the land use designation from Commercial (C) to Business Park (BP) for 19.7-acres located at the northeast corner of Redlands Boulevard and Eucalyptus Avenue,

as shown on the General Plan Land Use Map attached as Exhibit A to the resolution; and adding additional General Plan text to Section 5.1 of the Circulation Element, as well as new Policy 5.5.12 of Chapter 9 Goal and Objectives of the General Plan; and

3. INTRODUCE and conduct the first reading by title only of Ordinance No. 2019-XX approving a Change of Zone (PEN18-0192), changing the zoning designation from Community Commercial (CC) to Business Park (BP) for a 19.7-acre site located at the northeast corner of Redlands Boulevard and Eucalyptus Avenue, as shown on the Zoning Map attached as Exhibit A to the ordinance; and
4. ADOPT Resolution No. 2019-XX approving Plot Plan application PEN18-0254, for a 768,000 square foot industrial building based on the findings contained in the resolution and subject to the conditions of approval included as Exhibit A; and
5. SCHEDULE the introduced Ordinance for second reading and adoption at the next regular City Council meeting.

G. GENERAL BUSINESS – NONE

H. ITEMS REMOVED FROM CONSENT CALENDARS FOR DISCUSSION OR SEPARATE ACTION

I. REPORTS

I.1. CITY COUNCIL REPORTS

(Informational Oral Presentation - not for Council action)

March Joint Powers Commission (JPC)

Riverside County Habitat Conservation Agency (RCHCA)

Riverside County Transportation Commission (RCTC)

Riverside Transit Agency (RTA)

Western Riverside Council of Governments (WRCOG)

Western Riverside County Regional Conservation Authority (RCA)

School District/City Joint Task Force

I.2. CITY MANAGER'S REPORT

(Informational Oral Presentation - not for Council action)

I.3. CITY ATTORNEY'S REPORT

(Informational Oral Presentation - not for Council action)

CLOSING COMMENTS AND/OR REPORTS OF THE CITY COUNCIL, COMMUNITY SERVICES DISTRICT, CITY AS SUCCESSOR AGENCY FOR THE COMMUNITY REDEVELOPMENT AGENCY, HOUSING AUTHORITY AND THE BOARD OF LIBRARY TRUSTEES.

ADJOURNMENT

PUBLIC INSPECTION

The contents of the agenda packet are available for public inspection on the City's website at www.moval.org and in the City Clerk's office at 14177 Frederick Street during normal business hours.

Any written information related to an open session agenda item that is known by the City to have been distributed to all or a majority of the City Council less than 72 hours prior to this meeting will be made available for public inspection on the City's website at www.moval.org and in the City Clerk's office at 14177 Frederick Street during normal business hours.

CERTIFICATION

I, Pat Jacquez-Nares, City Clerk of the City of Moreno Valley, California, certify that 72 hours prior to this Regular Meeting, the City Council Agenda was posted on the City's website at: www.moval.org and in the following three public places pursuant to City of Moreno Valley Resolution No. 2007-40:

City Hall, City of Moreno
14177 Frederick Street

Valley Moreno Valley Library
25480 Alessandro Boulevard

Moreno Valley Senior/Community Center
25075 Fir Avenue

Pat Jacquez-Nares, CMC & CERA
City Clerk

Date Posted: April 11, 2019

TO:

FROM: Pat Jacquez-Nares, City Clerk

AGENDA DATE: April 16, 2019

TITLE: BUSINESS SPOTLIGHT

RECOMMENDED ACTION

CITY COUNCIL GOALS

None

CITY COUNCIL STRATEGIC PRIORITIES

1. Economic Development
2. Public Safety
3. Library
4. Infrastructure
5. Beautification, Community Engagement, and Quality of Life
6. Youth Programs

ATTACHMENTS

None

APPROVALS

TO:

FROM: Pat Jacquez-Nares, City Clerk

AGENDA DATE: April 16, 2019

TITLE: PROCLAMATION RECOGNIZING DONATE LIFE MONTH

RECOMMENDED ACTION

CITY COUNCIL GOALS

None

CITY COUNCIL STRATEGIC PRIORITIES

1. Economic Development
2. Public Safety
3. Library
4. Infrastructure
5. Beautification, Community Engagement, and Quality of Life
6. Youth Programs

ATTACHMENTS

None

APPROVALS

**MINUTES
JOINT MEETING OF THE
CITY COUNCIL OF THE CITY OF MORENO VALLEY
MORENO VALLEY COMMUNITY SERVICES DISTRICT
CITY AS SUCCESSOR AGENCY FOR THE
COMMUNITY REDEVELOPMENT AGENCY OF THE
CITY OF MORENO VALLEY
MORENO VALLEY HOUSING AUTHORITY
BOARD OF LIBRARY TRUSTEES**

**STUDY SESSION – 6:00 PM
March 12, 2019**

CALL TO ORDER

The Study Session of the City Council of the City of Moreno Valley, Moreno Valley Community Services District, City as Successor Agency for the Community Redevelopment Agency of the City of Moreno Valley, Moreno Valley Housing Authority and the Board of Library Trustees was called to order at 6:10 p.m. by Mayor Gutierrez in the Council Chamber located at 14177 Frederick Street, Moreno Valley, California. Mayor Gutierrez announced that the City Council receives a separate stipend for CSD meetings.

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Frank Wright.

ROLL CALL

Council:	Dr. Yxstian A. Gutierrez	Mayor
	Victoria Baca	Mayor Pro Tem
	David Marquez	Council Member
	Ulises Cabrera	Council Member
	Dr. Carla J. Thornton	Council Member

INTRODUCTIONS

Staff:	Pat Jacquez-Nares	City Clerk
	Marshall Eyerman	Chief Financial Officer/City Treasurer
	Martin Koczanowicz	City Attorney
	Tom DeSantis	City Manager
	Allen Brock	Assistant City Manager
	Mike Lee	Economic Development Director
	Rick Sandzimier	Community Development Director
	Abdul Ahmad	Fire Chief

Minutes Acceptance: Minutes of Mar 12, 2019 6:00 PM (CONSENT CALENDAR-CITY COUNCIL)

Michael Wolfe

Public Works Director/City Engineer

PUBLIC COMMENTS ON MATTERS ON THE AGENDA ONLY

Mayor Gutierrez opened the public comments portion of the meeting. There being no members of the public to come forward to speak, he closed the public comments.

A. BUSINESS

A.1. Promise Program at Moreno Valley College (Report of: Financial & Management Services)

Andrew Sanchez and Edward Alvarez of Moreno Valley College presented the report.

Mayor Gutierrez asked if the administrators have ever considered extending the program to other students.

Mr. Sanchez remarked that a hybrid and second year program would be ideal, if financing would allow.

Council Member Marquez inquired as to the condition of the books funded by the program.

Mr. Alvarez stated that the books are primarily new.

Council Member Thornton asked if an analysis would be conducted on the graduating cohort, regarding academic counselors, how funds are disbursed, about the probability of transitioning to free textbooks, and if it is Moreno Valley College's intention to eventually provide free college.

Mr. Alvarez confirmed an analysis would be conducted and that students have dedicated counselors. He also stated that the money is processed internally, and that the College is considering utilizing free textbooks.

Mr. Sanchez explained that Moreno Valley College would love to offer free college and are working towards that by identifying new funding opportunities.

Council Member Cabrera inquired as to the textbook purchasing process and to the viability of the program.

Mr. Sanchez stated that the money is distributed to the bookstore and not to the students, and that funding has not currently been secured to continue the program.

Mayor Pro Tem Baca inquired how the Promise Initiative works in conjunction with financial aid.

Mr. Alvarez stated that the Promise Initiative covers the gap when financial aid isn't adequate.

A.2. Homeless to Work Presentation (Report of: Financial & Management Services)

Chief Financial Officer/City Treasurer Eyerman provided the report.

Mayor Gutierrez inquired as to the process for identifying those potentially in need, the number of homeless youth, and analysis of the individuals who have completed the program and are now gainfully employed.

City Manager DeSantis explained the process.

Chief Financial Officer/City Treasurer Eyerman discussed the Homeless Point in Time count and advised that feedback will be provided as data on the individuals is received.

Mayor Pro Tem Baca praised the program and thanked Mayor Gutierrez and City Manager DeSantis.

Council Member Thornton expressed her pride with the program and thanked Mayor Gutierrez, staff, Waste Management, and the Salvation Army.

City Manager DeSantis remarked that the program's success is due to the City's approach.

Council Member Cabrera conveyed his support of expanding the program to reach a wider population.

Council Member Marquez communicated his concern that the veteran homeless population was being under served. He inquired if the Point in Time Count included those who were living out of their automobiles and as to the work performed by the weekend workers.

Chief Financial Officer/City Treasurer Eyerman replied in the affirmative.

City Manager DeSantis explained that those are workers who are sentenced to community service via the courts.

Council Member Thornton pointed out the various programs available for homeless veterans.

A.3. Cannabis Land Use Locations (Report of: Community Development)

Planning Official Nevins provided the report.

Mayor Gutierrez requested confirmation regarding allowed locations.

Planning Official Nevins provided an explanation.

Council Member Cabrera inquired as to industrial zoning demand.

Community Development Director Sandzimier explained that some investigation is necessary to determine the interest level.

Assistant City Manager Brock provided that an industrial building could be split to allow for multiple uses.

Council Member Marquez asked regarding the number of businesses lawfully selling marijuana and should the answer be zero, why three dispensaries are currently in operation. Additionally, he asked about the process involved in shutting down illegal dispensaries.

Planning Official Nevins replied that no businesses are presently authorized to be in operation.

City Attorney Koczanowicz commented that they are in the process of closing the illegal dispensaries and outlined the procedures.

Council Member Thornton asked regarding the time allotted to the applicants and clarification of the cannabis application location map.

City Attorney Koczanowicz responded that the City requires applicants to initiate the process within sixty days of permit issue.

A.4. CITY COUNCIL REQUESTS AND COMMUNICATIONS

(Items may be deferred by Council if time does not permit full review.)

Council Member Marquez

1. Requested that the City Council consider allocating more funds to the Promise Program.

Council Member Cabrera

1. Recognized his sister and father who were visiting from Texas.

ADJOURNMENT

There being no further business to come before the City Council, Mayor Gutierrez adjourned the meeting at 7:43 p.m.

Submitted by:

Pat Jacquez-Nares, CMC & CERA, City Clerk
Secretary, Moreno Valley Community Services District
Secretary, City as Successor Agency for the Community
Redevelopment Agency of the City of Moreno Valley
Secretary, Moreno Valley Housing Authority

Approved by:

Dr. Yxstian A. Gutierrez,
Mayor
City of Moreno Valley
President, Moreno Valley Community Services District
Chairperson, City as Successor Agency for the Community
Redevelopment Agency of the City of Moreno Valley
Chairperson, Moreno Valley Housing Authority

MINUTES
CITY COUNCIL REGULAR MEETING OF THE CITY OF MORENO VALLEY
March 19, 2019

CALL TO ORDER - 5:30 PM

SPECIAL PRESENTATIONS

1. Business Spotlight
 - a) Jitterz Coffee
 - b) Cosmic Ice Cream
2. Recognition of Corporal Rafael Victorio as the 2018 MVPD Officer of the Year
3. Recognition of Mary Watts as the MVPD Classified Employee of the 4th Quarter, 2018
4. Commendation Recognizing Southwest Veterans' Business Resource Center

**MINUTES
JOINT MEETING OF THE
CITY COUNCIL OF THE CITY OF MORENO VALLEY
MORENO VALLEY COMMUNITY SERVICES DISTRICT
CITY AS SUCCESSOR AGENCY FOR THE
COMMUNITY REDEVELOPMENT AGENCY OF THE
CITY OF MORENO VALLEY
MORENO VALLEY HOUSING AUTHORITY
BOARD OF LIBRARY TRUSTEES**

**REGULAR MEETING – 6:00 PM
March 19, 2019**

CALL TO ORDER

The Joint Meeting of the City Council, Community Services District, City as Successor Agency for the Community Redevelopment Agency of the City of Moreno Valley, Moreno Valley Housing Authority and the Board of Library Trustees was called to order at 6:05 p.m. by Mayor Pro Tem Baca in the Council Chamber located at 14177 Frederick Street.

Mayor Pro Tem Baca announced that the City Council receives a separate stipend for CSD meetings.

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by City Manager DeSantis.

INVOCATION

Pastor Dr. Eddie Ogwd Thd from Heartbeat of God International Ministries

ROLL CALL

Council:	Victoria Baca	Mayor Pro Tem
	David Marquez	Council Member
	Ulises Cabrera	Council Member
	Dr. Carla J. Thornton	Council Member

Absent:	Dr. Yxstian A. Gutierrez	Mayor
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INTRODUCTIONS

Staff:	Pat Jacquez-Nares	City Clerk
	Regina Flores	Senior Deputy City Clerk

Minutes Acceptance: Minutes of Mar 19, 2019 6:00 PM (CONSENT CALENDAR-CITY COUNCIL)

Marshall Eyerman
 Martin Koczanowicz
 Tom DeSantis
 Allen Brock
 Mike Lee
 Rick Sandzimier
 Dave Lelevier
 Kathleen Sanchez
 Patti Solano
 Michael Wolfe

Chief Financial Officer/City Treasurer
 City Attorney
 City Manager
 Assistant City Manager
 Economic Development Director
 Community Development Director
 Acting Police Chief
 Human Resources Director
 Parks and Community Services Director
 Public Works Director/City Engineer

Councilmember Thornton introduced Guadalupe Buitron, a Masters Degree student, shadowing her for the day.

PUBLIC COMMENTS ON ANY SUBJECT NOT ON THE AGENDA UNDER THE JURISDICTION OF THE CITY COUNCIL

Roy Bleckert

1. Dissatisfied with the City's response to the purported blacklisting of his emails.
2. Commended Rising Stars Business Academy for circulating a petition which calls for a youth homeless shelter.
3. Concerned with the placement of the additional lease revenue bonds, Item No. G.1, on the agenda as well as pledging the City's assets as collateral.

Alicia Berridge

1. Introduced Rising Stars Business Academy.
2. Explained the Academy student's goal of obtaining 1,000 signatures for their youth homeless petition.

Nanci Salgado-Renteria

1. Provided statistics on homelessness.
2. Appealed for a youth homeless shelter in Moreno Valley.

Mya Compton

1. Explained the factors contributing to youth homelessness.
2. Asked for a youth homeless shelter in Moreno Valley.

Saul Ledesma

1. Described the Community Action Project process.
2. Advocated for a youth homeless shelter.

Damian Edmonds

1. Read a number of comments made by petition signers.

Elvira Rios

1. Mentioned the support and willingness from outside agencies to assist.
2. Stated that their petition garnered 1,038 signatures.

Lyinda Guton

1. Pleaded for a youth homeless shelter.

Benny Orduno

1. Expressed the need for a youth homeless shelter.

William R. Welch

1. Praised the youth for expressing themselves.
2. Thanked the petition signers.
3. Discussed a need for a youth homeless shelter.

Lincoln Berridge

1. Thanked the students for taking the initiative.
2. Expressed his gratitude for Acting Police Chief Lelevier.
3. Indicated his desire to work with local businesses and community leaders to tackle youth homelessness.

Jackie Moot

1. Commended Rising Stars Business Academy for shedding light on the plight of homeless youth.
2. Discussed the services offered by Operation Safe House.

Al Gascon

1. Conveyed his disappointment with the condition of Day Street.
2. Called for the City to address the homeless issue.

Kimberly Morris

1. Communicated her support of Rising Stars Business Academy's petition.

Mayor Pro Tem Baca directed City Manager DeSantis to reach out to Rising Stars Business Academy.

Mayor Pro Tem Baca recessed the meeting at 6:43 pm.

Mayor Pro Tem Baca reconvened the meeting at 6:51 pm.

Council Member Cabrera thanked Rising Stars Business Academy for their presentation and expressed his support of their cause.

Council Member Thornton expressed her gratitude for the students and educators who attended the meeting. She suggested that the partnership with Operation Safe House be expanded and that a collaboration include Moreno Valley College.

Mayor Pro Tem Baca added that the two City school districts should be included in any discussions as well.

JOINT CONSENT CALENDARS (SECTIONS A-E)

Mayor Pro Tem Baca opened the Consent Agenda items for public comments, which was received from Roy Bleckert (Opposes Item No. A.10).

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Dr. Carla J. Thornton, Council Member
SECONDER:	Ulises Cabrera, Council Member
AYES:	Victoria Baca, David Marquez, Ulises Cabrera, Dr. Carla J. Thornton
ABSENT:	Dr. Yxstian A. Gutierrez

A. CONSENT CALENDAR-CITY COUNCIL

- A.1. ORDINANCES - READING BY TITLE ONLY - THE MOTION TO ADOPT AN ORDINANCE LISTED ON THE CONSENT CALENDAR INCLUDES WAIVER OF FULL READING OF THE ORDINANCE.

Recommendation: Waive reading of all Ordinances.

- A.2. City Council - Study Session - Feb 12, 2019 6:00 PM

Recommendation: Approve as submitted.

- A.3. City Council - Regular Meeting - Feb 19, 2019 6:00 PM

Recommendation: Approve as submitted.

- A.4. APPROVE THE REPLACEMENT OF THREE POLICE MOTORCYCLES (Report of: Police Department)

Recommendations:

1. Authorize the purchase of three 2019 BMW 1250-RTP police motorcycles and related emergency equipment totaling \$93,773.
2. Authorize the transfer of \$82,573 from the Equipment Replacement Fund 7510 to General Fund 1010, to add to the budgeted amount of \$11,200 in General Fund Account 1010-60-67-40210-660322, totaling \$93,773 to use for the purchase of three 2019 BMW 1250-RTP police motorcycles and related emergency equipment.

- A.5. PAYMENT REGISTER - JANUARY 2019 (Report of: Financial & Management Services)

Recommendation:

1. Receive and file the Payment Register.

- A.6. 2019-25: APPROVE AGREEMENT WITH AESC (AGMT. NO. 2019-165)
(Report of: Financial & Management Services)

Recommendations: That the City Council:

1. Approve the Professional Services Agreement with Alternative Energy Systems Consulting (AESC) for Engineering and Technical Services.
2. Authorize the City Manager to execute the Agreement.

- A.7. AUTHORIZATION TO AWARD A CONSTRUCTION CONTRACT TO ALFARO COMMUNICATIONS CONSTRUCTION, INC. FOR THE ALESSANDRO BLVD AND GRANT ST. TRAFFIC SIGNAL PROJECT NO. 808 0029 (AGMT. NO. 2019-166) (Report of: Public Works)

Recommendations:

1. Award a construction contract to Alfaro Communications Construction, Inc., 15614 S. Atlantic Avenue, Compton, CA 90221, for the Alessandro Boulevard Traffic Signal and Street Improvement at Grant Street project.
2. Authorize the City Manager to execute a contract with Alfaro Communications Construction, Inc., in substantial conformance with the attached contract.
3. Authorize the issuance of a Purchase Order for Alfaro Communications Construction, Inc. in the amount of \$579,251.20 (\$526,592.00 bid amount plus a 10% contingency) when the contract has been signed by all parties.
4. Authorize the Public Works Director/City Engineer to execute any subsequent related change orders to the contract, but not exceeding, the total contingency of \$52,659.20 subject to the approval of the City Attorney.

- A.8. LIST OF PERSONNEL CHANGES (Report of: Human Resources)

Recommendation:

1. Ratify the list of personnel changes as described.

- A.9. PURSUANT TO A LANDOWNER PETITION, ANNEX TEN PARCELS INTO COMMUNITY FACILITIES DISTRICT NO. 2014-01 (MAINTENANCE SERVICES) - AMENDMENT NO. 32 AND 34 (RESO. NOS. 2019-11 AND 2019-12) (Report of: Public Works)

Recommendations:

1. Acting as the legislative body of Community Facilities District No. 2014-01 (Maintenance Services), adopt Resolution No. 2019-___, a Resolution of the City Council of the City of Moreno Valley, California, ordering the annexation of territory to City of Moreno Valley Community Facilities District No. 2014-01 (Maintenance Services) and approving the amended map for said District. (Amendment No. 32)
2. Acting as the legislative body of Community Facilities District No. 2014-01 (Maintenance Services), adopt Resolution No. 2019-___, a Resolution of the City Council of the City of Moreno Valley, California, ordering the annexation of territory to City of Moreno Valley Community Facilities District No. 2014-01 (Maintenance Services) and approving the amended map for said District. (Amendment No. 34)

- A.10. ITEM NO. A.10 WAS REMOVED FOR SEPARATE VOTE BY COUNCIL MEMBER CABRERA AND MOVED TO ITEM NO. H.1

- A.11. AUTHORIZATION TO AWARD AGREEMENT FOR ON-SITE AND/OR PROFESSIONAL SERVICES FOR CITYWIDE SHOPPING CART RETRIEVAL SERVICES TO WEST COAST SHOPPING CART SERVICE, INC. (AGMT. NO. 2019-167) (Report of: Community Development)

Recommendations:

1. Approve and award an Agreement for On-Site and/or Professional Services to West Coast Shopping Cart Services, Inc. to provide citywide shopping cart retrieval services.
2. Authorize the City Manager, or his designee, to execute an Agreement for On-Site and/or Professional Services with West Coast Shopping Cart Services, Inc. subject to the approval of the City Attorney.
3. Authorize the Purchasing Division Manager, or her designee, to approve a purchase order in the amount of \$ 212,500.00 to West Coast Shopping Cart Services, Inc. in accordance with approved terms of the Agreement.
4. Authorize the Chief Financial Officer to make any necessary budget

adjustments as recommended in this report.

- A.12. APPROVE THE FIRST AMENDMENT TO AGREEMENT WITH ANNEALTA GROUP, INC. FOR PLANNING ENTITLEMENT AND PLAN CHECK SERVICES (AGMT. NO. 2017-120-01) (Report of: Community Development)

Recommendations:

1. Approve the First Amendment to Agreement with Annealta Group, Inc. for Planning Entitlement and Plan Check Services.
2. Authorize the City Manager, or his designee, to execute the First Amendment with Annealta Group, Inc., subject to the approval of the City Attorney.
3. Authorize an increase of \$227,232.00 to the not-to-exceed amount of the five-year Agreement with Annealta Group, Inc., to \$602,232.00.
4. Authorize the Purchasing Division Manager to execute a change order to increase Purchase Order #2019-226 to Annealta Group, Inc., for Planning Entitlement and Plan Check Services from \$144,264.40 up to \$371,496.40 for FY18/19.
5. Authorize the Chief Financial Officer, or his designee, to make the appropriate budget adjustments as set forth in the Fiscal Impact section of this report.

- A.13. ITEM NO. A.13 WAS REMOVED FOR SEPARATE VOTE BY COUNCIL MEMBER MARQUEZ AND MOVED TO ITEM NO. H.2

- A.14. APPROVAL OF PROFESSIONAL SERVICES AGREEMENT WITH THE LEW EDWARDS GROUP (AGMT. NO. 2019-168) (Report of: Financial & Management Services)

Recommendations:

1. Approve the Agreement for Consulting Services (“Agreement”) with the Lew Edwards Group
2. Authorize the City Manager to execute the Agreement and subsequent amendments based on City Attorney review and available appropriations
3. Approve budget adjustments to the budget as set forth in the Fiscal Impact section of this report.

- A.15. SECOND READING AND ADOPTION OF ORDINANCE NO. 951 AMENDING THE MORENO VALLEY RANCH SPECIFIC PLAN 193 AND ORDINANCE NO. 952 AUTHORIZING A CHANGE OF ZONE FOR PROPERTY AT THE NORTHEAST CORNER OF KRAMERIA AVENUE AND LASSELLE STREET (Report of: Community Development)

Recommendation: That the City Council:

1. Adopt Ordinance No. 951 amending the Moreno Valley Ranch Specific Plan 193 and adopt Ordinance No. 952 authorizing the Change of Zone for approximately 11.64 acres located at the northeast corner of Lasselle Street and Krameria Avenue
- A.16. 2019-33: Second Amendment to Agreement with Interwest (AGMT. NO. 2018-25-02) (Report of: Public Works)

Recommendations:

1. Approve the Second Amendment to the On-Call Professional Consultant Services for Construction Inspection Services with Interwest Consulting Group, 431 S. Palm Canyon Drive, Suite 200 Palm Springs, CA 92507.
 2. Authorize the City Manager to execute the Second Amendment with Interwest Consulting Group which includes executing subsequent Amendments or Extensions to the Agreement, and the authority to authorize associated purchase orders in accordance with the terms of the Agreement, subject to the approval of the City Attorney.
 3. Authorize the issuance of a change order to Purchase Order with Interwest Consulting Group from a not-to-exceed amount of \$150,000.00 to a not-to-exceed amount of \$215,000.00 (an increase of \$65,000.00 for additional inspection services).
- A.17. 2019-34: ADOPTION OF RESOLUTION 2019-13 AMENDING THE APPLICATION PROCESSES FOR COMMERCIAL CANNABIS BUSINESS (RESO. NO. 2019-13) (Report of: Financial & Management Services)

Council Member Thornton requested clarification and justification regarding the cannabis application process.

City Attorney Koczanowicz explained the process and the suggested modification.

Recommendation: That the City Council:

1. Adopt Resolution 2019-13, amending the Application Processes for Commercial Cannabis Business Permits.

B. CONSENT CALENDAR-COMMUNITY SERVICES DISTRICT

- B.1. ORDINANCES - READING BY TITLE ONLY - THE MOTION TO ADOPT AN ORDINANCE LISTED ON THE CONSENT CALENDAR INCLUDES WAIVER OF FULL READING OF THE ORDINANCE.

Recommendation: Waive reading of all Ordinances.

- B.2. MINUTES - STUDY SESSION OF FEB 12, 2019 6:00 PM (See A.2)

Recommendation: Approve as submitted.

- B.3. MINUTES - REGULAR MEETING OF FEB 19, 2019 6:00 PM (See A.3)

Recommendation: Approve as submitted.

- B.4. 3475: ACCEPTANCE OF ASES KIDS CODE PILOT PROGRAM GRANT FUNDS FROM THE CDE, EXPANDED LEARNING DIVISION (RESO. NO. CSD 2019-02 AND AGMT. NO. 2019-170) (Report of: Parks & Community Services)

Recommendations:

1. Authorize acceptance of After School Education and Safety (ASES) Kids Code Pilot Program Grant funds in the amount of \$180,000 over Fiscal Years (FY) 2018/19 through 2020/21 from the California Department of Education (CDE), Expanded Learning Division, for the purpose of providing ASES Kids Code Program computer coding services to children in the ASES program at three school sites; and
2. Adopt Resolution No. CSD 2019-02. A resolution of the Moreno Valley Community Services District Board certifying acceptance of the grant funding and approval of associated cooperation with the California Department of Education for the purpose of providing ASES Kids Code Program services and to authorize designated personnel to sign grant contract documents; and
3. Approve the Agreement with THINK Together, Inc. for the operation of day-to-day activities and functions involving the new ASES Kids Code Pilot Program Grant; and
4. Authorize the Executive Director to execute the Agreement with THINK Together, Inc., for the operation of day-to-day activities and functions involving the new ASES Kids Code Pilot Program Grant, and issuance of the Purchase Order once the Agreement has been fully executed; and
5. Authorize the Executive Director to execute any subsequent related

Extensions or Amendments to the Agreement, subject to the approval of the City Attorney.

C. CONSENT CALENDAR - HOUSING AUTHORITY

- C.1. ORDINANCES - READING BY TITLE ONLY - THE MOTION TO ADOPT AN ORDINANCE LISTED ON THE CONSENT CALENDAR INCLUDES WAIVER OF FULL READING OF THE ORDINANCE.

Recommendation: Waive reading of all Ordinances.

- C.2. MINUTES - STUDY SESSION OF FEB 12, 2019 6:00 PM (See A.2)

Recommendation: Approve as submitted.

- C.3. MINUTES - REGULAR MEETING OF FEB 19, 2019 6:00 PM (See A.3)

Recommendation: Approve as submitted.

D. CONSENT CALENDAR - BOARD OF LIBRARY TRUSTEES

- D.1. ORDINANCES - READING BY TITLE ONLY - THE MOTION TO ADOPT AN ORDINANCE LISTED ON THE CONSENT CALENDAR INCLUDES WAIVER OF FULL READING OF THE ORDINANCE.

Recommendation: Waive reading of all Ordinances.

- D.2. MINUTES - STUDY SESSION OF FEB 12, 2019 6:00 PM (See A.2)

Recommendation: Approve as submitted.

- D.3. MINUTES - REGULAR MEETING OF FEB 19, 2019 6:00 PM (See A.3)

Recommendation: Approve as submitted.

E. CONSENT CALENDAR - PUBLIC FINANCING AUTHORITY

- E.1. ORDINANCES - READING BY TITLE ONLY - THE MOTION TO ADOPT AN ORDINANCE LISTED ON THE CONSENT CALENDAR INCLUDES WAIVER OF FULL READING OF THE ORDINANCE.

Recommendation: Waive reading of all Ordinances.

- E.2. MINUTES - SPECIAL MEETING OF FEB 19, 2019 6:00 PM (See A.3)

Recommendation: Approve as submitted.

F. PUBLIC HEARINGS

Questions or comments from the public on a Public Hearing matter are limited to five minutes per individual and must pertain to the subject under consideration.

Those wishing to speak should complete and submit a GOLDENROD speaker slip to the Sergeant-at-Arms.

F.1. PUBLIC HEARING FOR TWO NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM MAIL BALLOT PROCEEDINGS (Report of: Public Works)

Public Works Director/City Engineer Wolfe provided the report.

Mayor Pro Tem Baca opened the Public Hearing at 7:10 p.m.

There being no comments in support or opposition, Mayor Pro Tem Baca closed the Public Hearing at 7:10 p.m.

Recommend that the City Council:

1. Conduct the Public Hearing and accept public testimony for the mail ballot proceedings for the National Pollutant Discharge Elimination System (NPDES) Common Interest, Commercial, Industrial, and Quasi-Public Use Regulatory Rate and Residential Regulatory Rate to be applied to the property tax bills as identified herein;
2. Direct the City Clerk to open and count the returned NPDES ballots:

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Dr. Carla J. Thornton, Council Member
SECONDER:	David Marquez, Council Member
AYES:	Victoria Baca, David Marquez, Ulises Cabrera, Dr. Carla J. Thornton
ABSENT:	Dr. Yxstian A. Gutierrez

3. Verify and accept the results of the mail ballot proceedings as maintained by the City Clerk on the Official Tally Sheet and if approved, set the rate and impose the NPDES Common Interest, Commercial, Industrial, and Quasi-Public Use Regulatory Rate and Residential Regulatory Rate, as applicable, on the Assessor's Parcel Numbers as mentioned;
4. Receive and file the Official Tally Sheet with the City Clerk's office.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Dr. Carla J. Thornton, Council Member
SECONDER:	David Marquez, Council Member
AYES:	Victoria Baca, David Marquez, Ulises Cabrera, Dr. Carla J. Thornton
ABSENT:	Dr. Yxstian A. Gutierrez

G. GENERAL BUSINESS

- G.1. 3453: RESOLUTIONS APPROVING THE ISSUANCE OF THE 2019 LEASE REVENUE BONDS (RESO. NOS. 2019-14 AND PFA 2019-02) (Report of: Financial & Management Services)

Chief Financial Officer/City Treasurer Eyerman provided the report.

Council Member Marquez inquired as to the amount of Moreno Valley Utility Reserves, their use, and the bond interest rate.

Chief Financial Officer/City Treasurer Eyerman provided the reserve amount, discussed the hesitancy to utilize them, and supplied the estimated bond interest rate.

Recommendation:

Recommendations: That the City Council and Moreno Valley Public Financing Authority respectively:

1. Adopt Resolution No. 2019-14, A Resolution of the City Council of the City of Moreno Valley, California, approving the issuance by the Moreno Valley Public Financing Authority of not to exceed \$18,000,000 aggregate principal amount of Lease Revenue Bonds, Series 2019 (Taxable) to finance certain capital improvements to the City's Electric Utility System authorizing execution and delivery of a Second Amendment to Master Facilities Lease, a Second Amendment to Master Facilities Sublease and a Bond Purchase Agreement; Approving the form of Official Statement; and authorizing execution of documents and the taking of all necessary actions relating to the financing with the Moreno Valley Public Financing Authority.
2. Approve the necessary budget adjustments to allow the recording of the issuance of the bonds and related debt service required for FY 18/19.
3. Adopt Resolution No. MVPFA 2019-02, a Resolution of the Moreno Valley Public Financing Authority (MVPFA) authorizing the issuance and sale of Lease Revenue Bonds to finance certain

capital improvements to the City's Electric Utility System; Approving the forms of a Second Supplement to Master Trust Agreement, a Second Amendment to Master Facilities Lease, a Second Amendment to Master Facilities Sublease and a Bond Purchase Agreement; Approving an Official Statement describing said bonds; and authorizing execution of documents and the taking of all necessary actions relating to the issuance of the Bonds.

4. Approve amended Policy 3.28 Debt Management, which includes recent changes to the bond disclosure requirements.

RESULT:	APPROVED [3 TO 1]
MOVER:	Ulises Cabrera, Council Member
SECONDER:	Dr. Carla J. Thornton, Council Member
AYES:	Victoria Baca, Ulises Cabrera, Dr. Carla J. Thornton
NAYS:	David Marquez
ABSENT:	Dr. Yxstian A. Gutierrez

- G.2. 3399: ADOPTION OF RESOLUTION TO ESTABLISH A PROJECT LIST FOR THE FISCAL YEAR 2019/20 SENATE BILL 1 FUNDING (RESO. NO. 2019-15) (Report of: Public Works)

Public Works Director/City Engineer Wolfe provided the report.

Council Member Cabrera asked how long the City has to make modifications to the project list.

Public Works Director/City Engineer Wolfe remarked that minor changes may be made if necessary, even after the submittal to the State.

Council Member Marquez queried whether the proposed improvements could be completed prior to the proposed schedule if the funds became available sooner than expected and requested clarification on the guidelines governing City employee led roadway construction.

Public Works Director/City Engineer Wolfe replied that the time frames can be altered should the money be available. He stated that State Code mandates that any project over \$75,000 must be bid out.

Council Member Thornton requested that Public Works Director/City Engineer Wolfe describe pothole formation, the lifespan of its various remedies, and clarify which municipality is responsible for the maintenance of Day Street.

Public Works Director/City Engineer Wolfe discussed the process, the repair options, and explained which portions of Day Street are maintained by Moreno Valley and Riverside.

Council Member Cabrera remarked that Council Member Melendrez, with the City of Riverside, would be a good point of contact regarding Day Street improvements.

Recommendations: That the City Council:

1. Adopt Resolution No. 2019-15 To establish a Citywide Pavement Rehabilitation and Preservation project list for submission to the California Transportation Commission for Fiscal Year 2019/20 Senate Bill (SB) 1 funding.
2. Authorize the City Engineer to make any minor adjustments to the limits of work and minor modifications to the project list, as necessary.
3. Concur with the proposed Pavement Management Program five-year look-ahead plan.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	David Marquez, Council Member
SECONDER:	Ulises Cabrera, Council Member
AYES:	Victoria Baca, David Marquez, Ulises Cabrera, Dr. Carla J. Thornton
ABSENT:	Dr. Yxstian A. Gutierrez

H. ITEMS REMOVED FROM CONSENT CALENDARS FOR DISCUSSION OR SEPARATE ACTION

H.1. EXCLUSIVE RIGHT TO NEGOTIATE AGREEMENT FOR FUTURE SALE OF CITY-OWNED PROPERTY AT ALESSANDRO BOULEVARD AND LASSELLE STREET WITH PANORAMA PROPERTIES, INC. (Report of: Economic Development)

Recommendations:

1. That the City Council approve an Exclusive Right to Negotiate agreement with Panorama Properties, Inc. regarding the proposed development of City-owned property at Alessandro Boulevard and Lasselle Street.
2. That the City Council authorize the City Manager or designee to execute the Exclusive Right to Negotiate agreement with Panorama Properties, Inc.
3. That the City Council authorize the City Manager or designee to negotiate a Purchase & Sale Agreement during the Exclusive Right to Negotiate period for the development of City-owned property at Alessandro Boulevard and Lasselle Street.

Minutes Acceptance: Minutes of Mar 19, 2019 6:00 PM (CONSENT CALENDAR-CITY COUNCIL)

RESULT:	CONTINUED [3 TO 1]	Next: 4/2/2019 6:00 PM
MOVER:	Ulises Cabrera, Council Member	
SECONDER:	David Marquez, Council Member	
AYES:	Victoria Baca, David Marquez, Ulises Cabrera	
NAYS:	Dr. Carla J. Thornton	
ABSENT:	Dr. Yxstian A. Gutierrez	

H.2. APPROVAL TO FUND A COMMUNITY SERVICES SUPERINTENDENT POSITION (Report of: Human Resources)

Parks & Community Services Director Solano provided the report.

Council Member Marquez asked for information regarding the duties and salary of a Community Services Supervisor versus a Community Services Superintendent.

Parks & Community Services Director Solano supplied the distinction.

City Manager DeSantis added that the Human Resources Department provided the salary range for the proposed position after conducting an independent review.

Council Member Cabrera inquired as to the salary of the former Community Services Supervisor and the salaries of Community Services Superintendents in surrounding cities.

Parks & Community Services Director Solano stated she was unaware of the salary of the former Community Services Supervisor.

Human Resources Director Sanchez explained that the compensation study revealed that the proposed salary is within the mid range of surrounding cities.

Council Member Cabrera stated he did recognize the importance of the position, but was concerned that a new employee could earn the top salary.

Council Member Thornton expressed her support of Council Member Marquez's motion to table the item to the next Council meeting, as a number of questions regarding the proposed position remain unanswered.

Recommendations:

1. Modify the City's Position Control Summary to de-fund one Community Services Supervisor position and fund one Community Services Superintendent position in the Parks and Community Services Department.

2. Approve the Classification Specification for the position of Community Services Superintendent.

RESULT:	CONTINUED [UNANIMOUS]	Next: 4/2/2019 6:00 PM
MOVER:	David Marquez, Council Member	
SECONDER:	Dr. Carla J. Thornton, Council Member	
AYES:	Victoria Baca, David Marquez, Ulises Cabrera, Dr. Carla J. Thornton	
ABSENT:	Dr. Yxstian A. Gutierrez	

I.REPORTS

I.1.CITY COUNCIL REPORTS

(Informational Oral Presentation - not for Council action)

March Joint Powers Commission (JPC) – Mayor Pro Tem Baca

Mayor Pro Tem Baca reported the following:

Tonight, I'm providing an update from the March Joint Powers Commission meeting held on March 13th.

The Commission heard an update from Riverside County Transportation Commission about regional transportation improvements coming to the area, including:

- The truck climbing and descending lanes through the Badlands. RCTC will start a public information campaign about the project by this May or June.
- We also learned that Phase 1 of the Mid-County parkway will be starting construction in 2020 in Perris.

Council Member Thornton, City of Perris Mayor Michael Vargas, Supervisor Jeff Hewitt and I will be in Washington D.C. April 29th through May 2nd meeting with legislators and federal officials to discuss issues and funding priorities related to the JPA.

Finally, we approved the Heacock Truck Terminal northwest of the Heacock and San Michele intersection, which will provide screened, short-term parking spaces for 260 trucks, to get them off City streets.

Riverside County Habitat Conservation Agency (RCHCA) - None

Riverside County Transportation Commission (RCTC) – Mayor Pro Tem Baca

Mayor Pro Tem Baca reported the following:

RCTC launched Reboot My Commute, a public engagement campaign to receive feedback on how to spend limited transportation funding, and improve the quality of life for commuters. Residents can post comments using various social media, text messages, or by calling 800 450-3650.

Please visit rebootmycommute.org for further details.

Riverside Transit Agency (RTA) - None

Western Riverside Council of Governments (WRCOG) - None

Western Riverside County Regional Conservation Authority (RCA) - None

School District/City Joint Task Force - None

I.2. CITY MANAGER'S REPORT

(Informational Oral Presentation - not for Council action)

City Manager DeSantis addressed comments made by previous speakers.

I.3. CITY ATTORNEY'S REPORT - NONE

(Informational Oral Presentation - not for Council action)

CLOSING COMMENTS AND/OR REPORTS OF THE CITY COUNCIL, COMMUNITY SERVICES DISTRICT, CITY AS SUCCESSOR AGENCY FOR THE COMMUNITY REDEVELOPMENT AGENCY, HOUSING AUTHORITY AND THE BOARD OF LIBRARY TRUSTEES.

Council Member Thornton

1. Encouraged residents to utilize the Moreno Valley app. to report pot holes.
2. Expressed her desire to have further conversations regarding Veterans.

Council Member Marquez

1. Relayed his satisfaction that funding for additional Police motorcycles was approved.
2. Reminded everyone of the upcoming Public Safety Expo.
3. Mentioned his discussion with the Developer for Item No. A.10 and his sincerity in his desire to complete a project on the vacant parcel.
4. Lamented the national homeless crises and assured residents that the City is working hard to address the issue.
5. Commented that additional paramedic squads would help to meet the demand caused by overburdened fire trucks.

Council Member Cabrera

1. Expressed his desire for Roy Bleckert's email issue to be resolved and confirmed that he is receiving his communications.
2. Communicated his joy with Item No. G.2's passage and conveyed his gratitude to the Public Works department for their prompt response to pothole repair requests.
3. Excited to see the youth from Rising Stars Business Academy participating in local government.
4. Thanked Acting Chief of Police Lelevier for attending the Cops and Clergy meeting.
5. Agreed with Council Member Thornton's suggestion to build on the relationship with Operation Safe House.

Mayor Pro Tem Baca

1. Reminded parents to take their children to the upcoming Public Safety Expo.

ADJOURNMENT

There being no further business to come before the City Council, Mayor Pro Tem Baca adjourned the meeting at 8:13 p.m.

Submitted by:

Pat Jacquez-Nares, CMC & CERA
 City Clerk
 Secretary, Moreno Valley Community Services District
 Secretary, City as Successor Agency for the Community
 Redevelopment Agency of the City of Moreno Valley
 Secretary, Moreno Valley Housing Authority
 Secretary, Board of Library Trustees
 Secretary, Public Finance Authority

Approved by:

Victoria Baca
 Mayor Pro Tem
 City of Moreno Valley
 Vice President, Moreno Valley Community Services District
 Vice Chairperson, City as Successor Agency for the Community
 Redevelopment Agency of the City of Moreno Valley
 Vice Chairperson, Moreno Valley Housing Authority
 Vice Chairperson, Board of Library Trustees
 Vice Chairperson, Public Financing Authority



Report to City Council

TO: Mayor and City Council

FROM: Pat Jacquez-Nares, City Clerk

AGENDA DATE: April 16, 2019

TITLE: MAYORAL APPOINTMENTS TO THE ACCESSIBILITY APPEALS BOARD, AND THE TRAFFIC SAFETY COMMISSION

RECOMMENDED ACTION

Recommendation:

1. Receive and confirm the slate of Mayoral appointments as follows:

ACCESSIBILITY APPEALS BOARD

<u>Name</u>	<u>Position</u>	<u>Term</u>
Esther Johnson	Public Representative	Ending 06/30/21

TRAFFIC SAFETY COMMITTEE

<u>Name</u>	<u>Position</u>	<u>Term</u>
Anita Robinson	Member	Ending 06/30/21

CITY COUNCIL GOALS

Advocacy. Develop cooperative intergovernmental relationships and be a forceful advocate of City policies, objectives, and goals to appropriate external governments, agencies and corporations.

CITY COUNCIL STRATEGIC PRIORITIES

- 1. Economic Development
- 2. Public Safety
- 3. Library
- 4. Infrastructure
- 5. Beautification, Community Engagement, and Quality of Life
- 6. Youth Programs

ATTACHMENTS

- 1. Esther Johnson_Redacted
- 2. Anita Robinson_Redacted

APPROVALS

Budget Officer Approval	<u>✓ Approved</u>	
City Attorney Approval	<u>✓ Approved</u>	
City Manager Approval	<u>✓ Approved</u>	4/11/19 4:50 PM



City of Moreno Valley Boards and Commissions

Membership Application Form

CITY CLERK
MORENO VALLEY
RECEIVED
19 FEB 15 PM 3:33

For City Clerk's Use
Stamp Date and Time Received

Name: Esther Johnson (EJ)

Home Address: [REDACTED]
MORENO VALLEY, CA 92553

How long have you resided in Moreno Valley? 48 years

CONFIDENTIAL INFORMATION	
Home Phone No.: <u>[REDACTED]</u>	Driver's License No.: <u>[REDACTED]</u>
Work Phone No.: <u>[REDACTED]</u>	Email Address: <u>[REDACTED]</u>
Cell Phone No.: <u>[REDACTED]</u>	Date of Birth: <u>[REDACTED]</u>

Employer Name: UCPath Center Position: General Ledger Associate

Address: 14350-1 MERRIDIAN PARKWAY
RIVERSIDE, CA 92518

Board or Commission applying for*: 1st Choice Traffic and Safety Commission
2nd Choice Planning Commission or Emerging Leaders Council

*If applying for the Accessibility Appeals Board, please indicate which position you are applying for:

- Physically Challenged Person Person Experienced in Construction Public Member

*If applying for the Utilities Commission, please indicate which position you are applying for:

- Public Member Customer of Moreno Valley Utility Business Customer of Moreno Valley Utility

Why do you wish to serve on this Board and/or Commission?

I WANT TO SERVE THE COMMUNITY THAT I CALLED HOME FOR 48 YEARS.
MORENO VALLEY MATTERS MATTER TO ME AND I WOULD LIKE TO BE A
PART OF SOLUTIONS TO MAKE MORENO VALLEY PROSPER AND BE A
SAFE PLACE TO LIVE, WORK, AND ENJOY.

List any education, training, or special skills, you have which may be relevant or of particular benefit to this Board and/or Commission:

I HAVE A BACHELOR OF ARTS IN BUSINESS ADMINISTRATION AND
MASTER OF ARTS IN ORGANIZATIONAL LEADERSHIP. BOTH ARE MERITOUS
TO CONTRIBUTE TO MAKING WELL INFORMED DECISIONS FOR THE BETTERMENT
OF MORENO VALLEY AFFAIRS AND SAFETY MATTERS.

Explain briefly your understanding of what this Board and/or Commission does, including its powers and limitations.

TRAFFIC AND SAFETY COMMISSION ASSESS TRAFFIC AND SAFETY ISSUES ^{WITHIN MORENO VALLEY} DISCOVERED
BY CITY, MEMBERS, AND PUBLIC, PRIORITIZE WHAT NEEDS IMMEDIATE ACTION, VOTE
TO APPROVE ACTIONS. LIMITATIONS ARE RELEVANT TO BUDGET, CITY COUNCIL & MAYOR
APPROVAL.

What do you hope to accomplish by your participation?

CHILDREN'S SAFETY IS MY NUMBER ONE CONCERN. ARE PATHS TO SCHOOL SAFE
RELATIVE TO TRAFFIC? IMPROVE ROAD CONDITIONS FOR SAFETY TO ALL
WHO TRAVEL MORENO VALLEY ROADS, WHICH WILL DECREASE ACCIDENT
AND SAFE ~~CON~~ ROAD CONDITIONS INCREASE.

Attachment: Esther Johnson_Redacted (3557 : MAYORAL APPOINTMENTS TO THE ACCESSIBILITY APPEALS BOARD, & TRAFFIC SAFETY

List any employment, volunteer work, or membership in a service/community organization that you have served on, or are now a member of. Please provide the name(s) of the agency (ies), contact person, and dates served:

CURRENTLY A TRAFFIC AND SAFETY COMMISSIONER FOR MORENO VALLEY
BOARD MEMBER OF GREATER BLESSINGS CHRISTIAN ACADEMY
JUNE 2018 TO PRESENT
SEPTEMBER 2016 TO PRESENT

What other areas of interest do you have in our City government?

EMERGING LEADERS
SENIOR CITIZEN PROGRAM

Would you be available for meetings during the day or evening?

Attendance of at least one (1) meeting is required prior to the appointment.

Date(s) of the meeting(s) attended: I am currently a Safety and Traffic Commissioner

Pursuant to Resolution 2016-42 all board and commission members must be registered voters of the City of Moreno Valley.

I authorize the City of Moreno Valley to obtain and review, on a confidential basis, such information regarding me as may be contained in the California State Summary Criminal History and in records of the California Department of Motor Vehicles. Yes No (The application shall not be considered if the NO box is checked.)

I hereby agree to attend all board or commission meetings, unless excused, and understand that I may be removed for lack of attendance, pursuant to Municipal Code, Subsection 2.06.010(C) which states, "If a member is absent without advance permission of the board or commission or of the appointing authority, from three consecutive regular meetings or from 25% of the duly scheduled meetings of the board or commission within any fiscal year, the membership shall thereupon become vacant and shall be filled as any other vacancy."

CERTIFICATE OF APPLICANT: I certify that all statements in this application are true and complete to the best of my knowledge. I understand that any false statements of material fact will subject me to disqualification or dismissal if appointed. I release the City of Moreno Valley from any liability for the use of the aforesaid information.

[Redacted Signature]

Signature

2.15.19

Date

Please Note: Applications will be kept on file for potential future vacancies for one year after the application submittal date. Applications are accepted year-round. All applications are public record; personal information may be redacted to protect applicants' privacy.

Attachment: Esther Johnson_Redacted (3557 : MAYORAL APPOINTMENTS TO THE ACCESSIBILITY APPEALS BOARD, & TRAFFIC SAFETY



City of Moreno Valley Boards and Commissions Membership Application Form

CITY CLERK
MORENO VALLEY
RECEIVED
19 MAR 11 AM 9:02

For City Clerk's Use
Stamp Date and Time Received

Name: Anita C. Robinson
Home Address: [REDACTED]
Perris, Ca. 92557
How long have you resided in Moreno Valley? 20 yrs

CONFIDENTIAL INFORMATION

Home Phone No.: _____ Driver's License No.: [REDACTED]
Work Phone No.: _____ Email Address: _____
Cell Phone No.: [REDACTED] Date of Birth: [REDACTED]
Employer Name: Realty Masters & Associates Position: Realtor/Mobile Notary Public
Address: 3750 Santa Fe Ave
Riverside, Ca, 92508

Board or Commission applying for*: 1st Choice TSC
2nd Choice _____

*If applying for the Accessibility Appeals Board, please indicate which position you are applying for:

- Physically Challenged Person Person Experienced in Construction Public Member

*If applying for the Utilities Commission, please indicate which position you are applying for:

- Public Member Customer of Moreno Valley Utility Business Customer of Moreno Valley Utility

Why do you wish to serve on this Board and/or Commission?

I am asking for renewal of my commission to the Committee. I have served for 2 years and feel I can continue to serve objectively and fairness

List any education, training, or special skills, you have which may be relevant or of particular benefit to this Board and/or Commission:

I have served 2 years as a commissioner and feel I could be a continuing access to the committee. Attended a TSC class in Pomona

Explain briefly your understanding of what this Board and/or Commission does, including its powers and limitations.

The role of the City Traffic Safety Committee(TSC) is to evaluate traffic needs in the community and provide direction

to staff regarding changes to/and improvements improvements to the traffic system in Moreno Valley

... There is also a Public Works representative who acts as staff liaison for the committee.

What do you hope to accomplish by your participation?

Incorporating safety in transportation helps to identify, analyze and develop solutions to transportation hazards.

. Safety conscious planning addresses highway, transit, pedestrian, bicycle, and heavy vehicle safety.

Attachment: Anita Robinson_Redacted (3557 : MAYORAL APPOINTMENTS TO THE ACCESSIBILITY APPEALS BOARD, & TRAFFIC SAFETY

List any employment, volunteer work, or membership in a service/community organization that you have served on, or are now a member of. Please provide the name(s) of the agency (ies), contact person, and dates served:

Realtor in the Perris/Moreno Valley area for over 25 years currently I work for Realty Masters & Associates (951) 384-6600

Mobile Notary for over 20 years self employed

What other areas of interest do you have in our City government?

I feel that the TSC is enough at this time.

Would you be available for meetings during the day or evening?

Attendance of at least one (1) meeting is required prior to appointment.

Date(s) of the meeting(s) attended: Mar. 6,2019

Pursuant to Resolution 2016-42 all board and commission members must be registered voters of the City of Moreno Valley.

I authorize the City of Moreno Valley to obtain and review, on a confidential basis, such information regarding me as may be contained in the California State Summary Criminal History and in records of the California Department of Motor Vehicles. Yes No (The application shall not be considered if the NO box is checked.)

I hereby agree to attend all board or commission meetings, unless excused, and understand that I may be removed for lack of attendance, pursuant to Municipal Code, Subsection 2.06.010(C) which states, "If a member is absent without advance permission of the board or commission or of the appointing authority, from three consecutive regular meetings or from 25% of the duly scheduled meetings of the board or commission within any fiscal year, the membership shall thereupon become vacant and shall be filled as any other vacancy."

CERTIFICATE OF APPLICANT: I certify that all statements in this application are true and complete to the best of my knowledge. I understand that any false statements of material fact will subject me to disqualification or dismissal if appointed. I release the City of Moreno Valley from any liability for the use of the aforesaid information.

[Redacted Signature]

March 7,2019
Date

Please Note: Applications will be kept on file for potential future vacancies for one year after the application submittal date. Applications are accepted year-round. All applications are public record; personal information may be redacted to protect applicants' privacy.



Report to City Council

TO: Mayor and City Council

FROM: Kathleen Sanchez, Human Resources Director

AGENDA DATE: April 16, 2019

TITLE: LIST OF PERSONNEL CHANGES

RECOMMENDED ACTION

Recommendation:

1. Ratify the list of personnel changes as described.

DISCUSSION

The attached list of personnel changes scheduled since the last City Council meeting is presented for City Council ratification.

Staffing of City positions ensures assignment of highly qualified and trained personnel to achieve Momentum MoVal priorities, objectives and initiatives.

FISCAL IMPACT

All position changes are consistent with appropriations previously approved by the City Council.

PREPARATION OF STAFF REPORT

Prepared By:
Denise Hansen
Executive Assistant

Department Head Approval:
Kathleen M. Sanchez
Human Resources Director

CITY COUNCIL GOALS

None

CITY COUNCIL STRATEGIC PRIORITIES

- 1. Economic Development
- 2. Public Safety
- 3. Library
- 4. Infrastructure
- 5. Beautification, Community Engagement, and Quality of Life
- 6. Youth Programs

ATTACHMENTS

- 1. Personnel Changes 4.16.19

APPROVALS

Budget Officer Approval	<u>✓ Approved</u>	4/09/19 7:24 AM
City Attorney Approval	<u>✓ Approved</u>	4/11/19 10:03 AM
City Manager Approval	<u>✓ Approved</u>	4/11/19 1:59 PM

**City of Moreno Valley
Personnel Changes
April 16, 2019**

New Hires

None

Promotions

Jenifer Glenn

From: Temporary Code Compliance Officer, Community Development Department/Code & Neighborhood Services Division

To: Code Compliance Officer I, Community Development Department/Code & Neighborhood Services Division

Transfers

Mayra Gonzalez

From: Executive Assistant I, Financial & Management Services Department

To: Management Aide, Financial & Management Services Department/Financial Resources Division

Separations

None



Report to City Council

TO: Mayor and City Council

FROM: Marshall Eyerman, Chief Financial Officer

AGENDA DATE: April 16, 2019

TITLE: PAYMENT REGISTER - FEBRUARY 2019

RECOMMENDED ACTION

Recommendation:

1. Receive and file the Payment Register.

SUMMARY

The Payment Register is an important report providing transparency of financial transactions and payments for City activity for review by the City Council and the residents and businesses in Moreno Valley. The report is posted to the City's website as soon as it is available. The report is included in the City Council agenda as an additional means of distributing the report.

The payment register lists in alphabetical order all checks and wires in the amount of \$25,000 or greater, followed by a listing in alphabetical order of all checks and wires less than \$25,000. The payment register also includes the fiscal year-to-date (FYTD) amount paid to each vendor.

PREPARATION OF STAFF REPORT

Prepared By:
Dena Heald
Financial Operations Division Manager

Department Head Approval:
Marshall Eyerman
Chief Financial Officer/City Treasurer

CITY COUNCIL GOALS

None

CITY COUNCIL STRATEGIC PRIORITIES

- 1. Economic Development
- 2. Public Safety
- 3. Library
- 4. Infrastructure
- 5. Beautification, Community Engagement, and Quality of Life
- 6. Youth Programs

ATTACHMENTS

- 1. February 2019 Payment Register

APPROVALS

Budget Officer Approval	<u>✓ Approved</u>	3/27/19 6:03 PM
City Attorney Approval	<u>✓ Approved</u>	4/10/19 4:08 PM
City Manager Approval	<u>✓ Approved</u>	4/11/19 1:59 PM



City of Moreno Valley
Payment Register
For Period 2/1/2019 through 2/28/2019

CHECKS IN THE AMOUNT OF \$25,000 OR GREATER

Vendor Name	Check/EFT Number	Payment Date	Inv Number	Invoice Description	Payment Amount
ACCELA, INC.	24312	02/19/2019	INV-ACC43973	ACCELA CIVIC PLATFORM SUBSCRIPTION USER	\$92,676.00
		02/19/2019	INV-ACC43740	ACCELA CIVIC PLATFORM SUBSCRIPTION 3/31/19-3/30/20	
Remit to: CHICAGO, IL					FYTD: \$119,142.60
ALL AMERICAN ASPHALT, INC.	236110	02/19/2019	183306	CITYWIDE PAVEMENT REHAB PROGRAM, CONTRACTOR SERVICES	\$148,508.40
Remit to: CORONA, CA					FYTD: \$3,516,561.34
ARCHITERRA DESIGN GROUP	24314	02/19/2019	25349	CONCEPTUAL DESIGN OF AMPHITHEATER 12/25/18-1/24/19	\$41,130.66
Remit to: RANCHO CUCAMONGA, CA					FYTD: \$56,724.19
ARROW ELECTRONICS	236067	02/04/2019	1621971468	SOLAR POWERED CAMERAS	\$26,468.79
Remit to: CITY OF INDUSTRY, CA					FYTD: \$26,474.77
CHARLES ABBOTT ASSOCIATES, INC	24206	02/04/2019	59177	CONSULTING SVCS-NPDES/SWMP-DEC 2018	\$40,005.00
		02/04/2019	58986	CONSULTING SVCS-NPDES/SWMP-NOV 2018	
Remit to: MISSION VIEJO, CA					FYTD: \$170,630.50
COUNTY OF RIVERSIDE SHERIFF	24270	02/11/2019	SH0000034347	CONTRACT LAW ENFORCEMENT BILLING #5 (10/11-11/07/18)	\$2,892,265.46
	24319	02/19/2019	SH0000034538	CONTRACT LAW ENFORCEMENT BILLING #6 (11/08-12/05/18)	\$2,701,292.62
Remit to: RIVERSIDE, CA					FYTD: \$27,790,514.30
COWBOY MOTOR CO. DBA MOORE CHRYSLER DODGE JEEP RAM	24320	02/19/2019	H255125	2018 RAM 3500 CHASSIS DRW W/SCELZI BODY-V#3C7WRS AJ6JG255125	\$38,150.50
Remit to: SILSBEE, TX					FYTD: \$614,616.53

Attachment: February 2019 Payment Register (3369 : PAYMENT REGISTER - FEBRUARY 2019)



City of Moreno Valley
Payment Register
For Period 2/1/2019 through 2/28/2019

CHECKS IN THE AMOUNT OF \$25,000 OR GREATER

<u>Vendor Name</u>	<u>Check/EFT Number</u>	<u>Payment Date</u>	<u>Inv Number</u>	<u>Invoice Description</u>	<u>Payment Amount</u>
DATA TICKET, INC.	24367	02/25/2019	96974	PARKING CITATION PROCESSING-CODE-DEC 2018	\$30,103.99
		02/25/2019	95045	PARKING CITATION PROCESSING-CODE-OCT 2018	
		02/25/2019	95506TPC	THIRD PARTY COLLECTIONS-CODE-NOV 2018	
		02/25/2019	122018M-S	ANNUAL MAINT-PARKING HANDHELD DEVICES	
		02/25/2019	97119	ADMIN CITATION PROCESSING-CODE-DEC 2018	
		02/25/2019	96974HH	PARKING HANDHELD DEVICES LEASE-AIR TIME-CODE-DEC 2018	
		02/25/2019	96006	PARKING CITATION PROCESSING-CODE-NOV 2018	
		02/25/2019	95506	ADMIN CITATION PROCESSING-CODE- NOV18	
		02/25/2019	95045HH	PARKING HANDHELD DEVICES LEASE-AIR TIME-CODE-OCT 2018	
		02/25/2019	97119TPC	THIRD PARTY COLLECTIONS-CODE-DEC 2018	
		02/25/2019	96006HH	PARKING HANDHELD DEVICES LEASE-AIR TIME-CODE-NOV 2018	
		02/25/2019	95045TPC	THIRD PARTY COLLECTIONS-CODE-OCT 2018	
Remit to: IRVINE, CA					<u>FYTD:</u> \$154,988.59
EASTERN MUNICIPAL WATER DISTRICT	236026	02/04/2019	DEC-18 1/24/19	WATER CHARGES	\$33,594.96
		02/04/2019	JAN-19 1/25/19	WATER CHARGES	
Remit to: PERRIS, CA					<u>FYTD:</u> \$1,563,601.63

Attachment: February 2019 Payment Register (3369 : PAYMENT REGISTER - FEBRUARY 2019)



City of Moreno Valley
Payment Register
For Period 2/1/2019 through 2/28/2019

CHECKS IN THE AMOUNT OF \$25,000 OR GREATER

<u>Vendor Name</u>	<u>Check/EFT Number</u>	<u>Payment Date</u>	<u>Inv Number</u>	<u>Invoice Description</u>	<u>Payment Amount</u>
ENCO UTILITY SERVICES MORENO VALLEY LLC	24324	02/19/2019	0402-MF-02237	SOLAR SYSTEM INSPECTION	\$349,000.08
		02/19/2019	0402-MF-02236	SOLAR SYSTEM INSPECTION	
	24369	02/19/2019	0405-1-242	DISTRIBUTION CHARGES 12/20/18-01/22/19	\$56,623.19
		02/25/2019	40-374B-03	WA# 40-374B-CONTINENTAL VILLAGES APTS	
		02/25/2019	40-408A-02	WA# 40-408A-RANCHO BELAGO PHASE 2	
		02/25/2019	40-412A-02	WA# 40-412A-OLD 215 FRONTAGE ROAD	
		02/25/2019	0405-MTS1-SP158	METER FEES-REGULAR	
		02/25/2019	40-373B-02	WA# 40-373B-CACTUS COMMERCE,LP	
		02/25/2019	40-417-01	WA# 40-417-GLOBE 12KV 1C CABLE RECONFIGURATION	
		02/25/2019	40-380B-02	WA# 40-382B-OLEANDER EMWD BOOSTER PUMP	
		02/25/2019	40-381B-03	WA# 40-381B-EXCLUSIVE TOWING	
		02/25/2019	C19-01-0119	WA# C19-01-STREETLIGHT REPAIR	
		02/25/2019	40-388B-03	WA# 40-388B-BEAZER HOMES-PHASE 2	
		02/25/2019	40-401A-08	WA# 40-401A-DAY STREET LINE EXTENSION	
		02/25/2019	40-415-03	WA# 40-415 DISTRIBUTION SUBSTATION PLANNING UPDATE	
		02/25/2019	40-409B-03	WA# 40-409B-MVU STREETLIGHT RE-NUMBERING	
		02/25/2019	40-413A-02	WA# 40-413A-CONTINENTAL VILLAGES STREET LIGHTS & CONDUIT	
		02/25/2019	40-414A-02	WA# 40-414A-DUKE REALTY NANDINA INDUSTRIAL CTR	
02/25/2019	40-416A-01	WA# 40-416A-PROLOGIS INDIAN BUSINESS PARK			
02/25/2019	40-418A-02	WA# 40-418A-AMERICA'S TIRE			
		02/25/2019	0406-TEMP MF-145	METER FEES	
		02/25/2019	40-394B-04	WA# DUKE REALTY INDUSTRIAL FACILITY	

Remit to: ANAHEIM, CA

FYTD: \$3,862,022.73

Attachment: February 2019 Payment Register (3369 : PAYMENT REGISTER - FEBRUARY 2019)



City of Moreno Valley
Payment Register
For Period 2/1/2019 through 2/28/2019

CHECKS IN THE AMOUNT OF \$25,000 OR GREATER

<u>Vendor Name</u>	<u>Check/EFT Number</u>	<u>Payment Date</u>	<u>Inv Number</u>	<u>Invoice Description</u>	<u>Payment Amount</u>
EXELON GENERATION COMPANY, LLC	24278	02/11/2019	MVEU-00073A	POWER PURCHASE 1/1-1/31/19	\$554,426.96
Remit to: BALTIMORE, MD					<u>FYTD:</u> \$5,648,475.53
GOLDEN STATE FC, LLC - AMAZON (ONT6)	236139	02/19/2019	MVU 7013933-02	COMMERCIAL LIGHTING REBATE (LED)	\$50,000.00
Remit to: SEATTLE, WA					<u>FYTD:</u> \$50,000.00
GOLDEN STATE FC, LLC - AMAZON (ONT8)	236140	02/19/2019	MVU 7014000-02	COMMERCIAL LIGHTING REBATE (LED)	\$50,000.00
Remit to: SEATTLE, WA					<u>FYTD:</u> \$50,000.00

Attachment: February 2019 Payment Register (3369 : PAYMENT REGISTER - FEBRUARY 2019)



City of Moreno Valley
Payment Register
For Period 2/1/2019 through 2/28/2019

CHECKS IN THE AMOUNT OF \$25,000 OR GREATER

<u>Vendor Name</u>	<u>Check/EFT Number</u>	<u>Payment Date</u>	<u>Inv Number</u>	<u>Invoice Description</u>	<u>Payment Amount</u>
HABITAT FOR HUMANITY RIVERSIDE	24329	02/19/2019	MHR1819-2	MOBILE HOME REPAIR PROGRAM-AUGUST 2018	\$65,657.46
		02/19/2019	CDBG MV1819-01	CDBG-A BRUSH WITH KINDNESS PROGRAM-JULY 2018	
		02/19/2019	ABWK SFH-12	HOME-A BRUSH WITH KINDNESS PROGRAM-JANUARY 2019	
		02/19/2019	CDBG MV1819-02	CDBG-A BRUSH WITH KINDNESS PROGRAM-AUGUST 2018	
		02/19/2019	CDBG MV1819-03	CDBG-A BRUSH WITH KINDNESS PROGRAM-SEPTEMBER 2018	
		02/19/2019	CDBG MV1819-04	CDBG-A BRUSH WITH KINDNESS PROGRAM-OCTOBER 2018	
		02/19/2019	CDBG MV1819-07	CDBG-A BRUSH WITH KINDNESS PROGRAM-JANUARY 2019	
		02/19/2019	CHR-11	HOME-CRITICAL HOME REPAIR PROGRAM-DECEMBER 2018	
		02/19/2019	CHR-12	HOME-CRITICAL HOME REPAIR PROGRAM-JANUARY 2019	
		02/19/2019	MHR1819-1	MOBILE HOME REPAIR PROGRAM-JULY 2019	
		02/19/2019	CDBG MV1819-05	CDBG-A BRUSH WITH KINDNESS PROGRAM-NOVEMBER 2018	
		02/19/2019	MHR1819-3	MOBILE HOME REPAIR PROGRAM-SEPTEMBER 2018	
		02/19/2019	MHR1819-4	MOBILE HOME REPAIR PROGRAM-OCTOBER 2018	
		02/19/2019	MHR1819-5	MOBILE HOME REPAIR PROGRAM-NOVEMBER 2018	
		02/19/2019	MHR1819-6	MOBILE HOME REPAIR PROGRAM-DECEMBER 2018	
		02/19/2019	MHR1819-7	MOBILE HOME REPAIR PROGRAM-JANUARY 2019	
		02/19/2019	ABWK SFH-11	HOME-A BRUSH WITH KINDNESS PROGRAM-DECEMBER 2018	
		02/19/2019	CDBG MV1819-06	CDBG-A BRUSH WITH KINDNESS PROGRAM-DECEMBER 2018	
Remit to: RIVERSIDE, CA					<u>FYTD:</u> \$267,340.87
HIGH COUNTRY LINE CONSTRUCTION, INC.	24311	02/14/2019	539246	KITCHING SUBSTATION AND SWITCHYARD-PAY ESTIMATE #12	\$407,425.68
Remit to: HENDERSON, CO					<u>FYTD:</u> \$407,425.68

Attachment: February 2019 Payment Register (3369 : PAYMENT REGISTER - FEBRUARY 2019)



City of Moreno Valley
Payment Register
For Period 2/1/2019 through 2/28/2019

CHECKS IN THE AMOUNT OF \$25,000 OR GREATER

Vendor Name	Check/EFT Number	Payment Date	Inv Number	Invoice Description	Payment Amount
LANDCARE USA, LLC	24332	02/19/2019	187125	LANDSCAPE MAINT-ZONE A-NOV 2018	\$36,158.36
		02/19/2019	187147	LANDSCAPE MAINT-CFD #1-NOV 2018	
		02/19/2019	200267	LANDSCAPE MAINT-ZONES 01, 01A, 8 & E7	
		02/19/2019	200268	LANDSCAPE MAINT-CFD #1-JAN 2019	
		02/19/2019	200290	LANDSCAPE MAINT-CFD #1-JAN 2019	
Remit to: RIVERSIDE, CA					FYTD: \$289,015.90
LEAGUE OF CALIFORNIA CITIES- RIV CNTY DIV	236083	02/11/2019	189376	MEMBERSHIP DUES FOR CALENDER YEAR 2019	\$36,135.00
Remit to: SACRAMENTO, CA					FYTD: \$36,255.00
LIBRARY SYSTEMS & SERVICES, LLC	24289	02/11/2019	INV1463	LIBRARY CONTRACT SVCS & MATERIALS-MAIN & MALL-FEB 2019	\$151,933.41
Remit to: ROCKVILLE, MD					FYTD: \$1,370,734.57
MERCHANTS LANDSCAPE SERVICES INC	24337	02/19/2019	53475	LANDSCAPE MAINT.-ZONES E-8, LMD 03, 03A, 04, 05, 06, & 07- JAN19	\$28,882.22
Remit to: MONTEREY PARK, CA					FYTD: \$412,289.24
MICON CONSTRUCTION, INC.	24223	02/04/2019	7877-01	CONSTRUCTION SERVICES-MV COMMUNITY PARK SKATE PARK PROJECT	\$102,875.64
Remit to: PLACENTIA, CA					FYTD: \$148,902.64
MORENO VALLEY UTILITY	236158	02/25/2019	FEB-19 2/25/19	ELECTRICITY CHARGES	\$65,400.60
Remit to: HEMET, CA					FYTD: \$700,848.07

Attachment: February 2019 Payment Register (3369 : PAYMENT REGISTER - FEBRUARY 2019)



**City of Moreno Valley
Payment Register
For Period 2/1/2019 through 2/28/2019**

CHECKS IN THE AMOUNT OF \$25,000 OR GREATER

<u>Vendor Name</u>	<u>Check/EFT Number</u>	<u>Payment Date</u>	<u>Inv Number</u>	<u>Invoice Description</u>	<u>Payment Amount</u>
NINYO & MOORE GEOTECHNICAL	24227	02/04/2019	223740	CITYWIDE PAVEMENT REHAB PROGRAM, CONSULTANT SERVICES	\$39,928.10
Remit to: SAN DIEGO, CA					<u>FYTD:</u> \$145,421.48
ONESOURCE DISTRIBUTORS, INC.	24296	02/11/2019	S5782119.003	CREDIT FOR SMART METERS BILLED INCORRECTLY ON INV. S5782119.001	\$120,380.63
		02/11/2019	S5782119.004	RE-BILL OF INV. S5782119.001 WITH CORRECT RATE FOR SMART METERS	
		02/11/2019	S5782119.002	SMART METERS-MV UTILITY	
		02/11/2019	S5782119.005	SMART METERS-MV UTILITY	
Remit to: OCEANSIDE, CA					<u>FYTD:</u> \$577,902.05
PERMA	24380	02/25/2019	MV1761-SETTLEMNT	LIABILITY CLAIM SETTLEMENT-MV1761-PIEHL	\$45,000.00
Remit to: PALM DESERT, CA					<u>FYTD:</u> \$684,989.30
SOCAL OFFICE TECHNOLOGIES, INC.	24301	02/11/2019	IN599966	COPY MACHINES BILLABLE CHARGE FOR COLOR COPIES 6/15-9/14/18	\$31,328.88
		02/11/2019	IN653568	QUARTERLY COPY MACHINES LEASE BILLING 1/1-3/31/19	
		02/11/2019	IN645410	COPY MACHINES BILLABLE CHARGE FOR COLOR COPIES 9/15-12/14/18	
		02/11/2019	IN619089	COPY MACHINES BILLABLE CHARGES FOR PERIOD 7/1-9/30/18	
		02/11/2019	IN660123	COPY MACHINES BILLABLE CHARGES FOR PERIOD 10/1-12/31/18	
		02/11/2019	IN612604	QUARTERLY COPY MACHINES LEASE BILLING 10/1-12/31/18	
Remit to: CYPRESS, CA					<u>FYTD:</u> \$49,483.11

Attachment: February 2019 Payment Register (3369 : PAYMENT REGISTER - FEBRUARY 2019)



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<u>Vendor Name</u>	<u>Check/EFT Number</u>	<u>Payment Date</u>	<u>Inv Number</u>	<u>Invoice Description</u>	<u>Payment Amount</u>
SOUTHERN CALIFORNIA EDISON	236090	02/11/2019	JAN-19 2/11/19	ELECTRICITY CHARGES	\$136,119.75
		02/11/2019	721-3449/JAN-19	IFA CHARGES-SUBSTATION	
		02/11/2019	026-1608/JAN-19	IFA & DISTRIBUTION UPGRADE CHARGES-KITCHING SUBSTATION	
		02/11/2019	707-6081/JAN-19	ELECTRICITY CHARGES	
		02/11/2019	587-9520/JAN-19	ELECTRICITY-FERC CHARGES/MVU	
	236126	02/19/2019	JAN-19 2/19/19	ELECTRICITY CHARGES	\$52,422.56
	236127	02/19/2019	7500999490	WDAT CHARGES-MVU/24417 NANDINA AVE. SUBSTATION-DEC18	\$45,794.37
		02/19/2019	7500999654	WDAT CHARGES-MVU/17160 KITCHING ST. SUBSTATION-DEC18	
		02/19/2019	7500999202	RELIABILITY SERVICE-DLAP_SCE-TS10-OCT18	
		02/19/2019	7500999485	WDAT CHARGES-MVU/NANDINA AVE.-DEC18	
		02/19/2019	7500999484	WDAT CHARGES-MVU/GLOBE ST.-DEC18	
		02/19/2019	7500999483	WDAT CHARGES-MVU/GRAHAM ST.-DEC18	
		02/19/2019	7500999482	WDAT CHARGES-MVU/IRIS AVE.-DEC18	
		02/19/2019	7500999486	WDAT CHARGES-MVU/FREDERICK AVE.-DEC18	
		02/19/2019	7500999487	WDAT CHARGES-MVU/SUBSTATION 115KV INTERCONNECTION-DEC18	
Remit to: ROSEMEAD, CA					<u>FYTD:</u> \$2,220,859.22
TENASKA ENERGY, INC	24388	02/25/2019	MOREN00007970006	RESOURCE ADEQUACY-MV UTILITY	\$84,250.00
	24390	02/25/2019	MOREN00201902220	ELECTRICITY POWER PURCHASE-MV UTILITY	\$263,840.61
Remit to: ARLINGTON, TX					<u>FYTD:</u> \$3,895,546.88
TGP ENERGY MANAGEMENT, LLC	24235	02/04/2019	WREGIS012019	RENEWABLE ENERGY-MV UTILITY	\$48,576.00
Remit to: NEW YORK, NY					<u>FYTD:</u> \$318,016.00

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<u>Vendor Name</u>	<u>Check/EFT Number</u>	<u>Payment Date</u>	<u>Inv Number</u>	<u>Invoice Description</u>	<u>Payment Amount</u>
THE ADVANTAGE GROUP/ FLEX ADVANTAGE	24302	02/11/2019	201902	FEBRUARY 2019 RETIREE MEDICAL BENEFIT BILLING	\$44,371.95
Remit to: TEMECULA, CA					<u>FYTD:</u> \$360,092.50
THINK TOGETHER, INC	24304	02/11/2019	111-18/19-7	ASES PROGRAM MANAGEMENT SERVICES-INSTALLMENT #7	\$551,610.00
Remit to: SANTA ANA, CA					<u>FYTD:</u> \$3,931,405.98
TITAN CONTRACTORS	236144	02/19/2019	1631	RENOVATION WORK FOR ANNEX 1 EMPLOYEE LOUNGE PROJECT	\$30,248.75
Remit to: MORENO VALLEY, CA					<u>FYTD:</u> \$30,248.75
U.S. BANK/CALCARDS	24239	02/04/2019	01-28-19	JAN. 2019 CALCARD ACTIVITY	\$195,649.31
Remit to: ST. LOUIS, MO					<u>FYTD:</u> \$1,986,533.42
WELLS FARGO CORPORATE TRUST	24362	02/21/2019	W190209	DEBT SERVICE-CFD NO. 87-1 2007, TOWNGATE, CFD NO. 5	\$982,071.48
Remit to: LOS ANGELES, CA					<u>FYTD:</u> \$5,721,162.33
WEST COAST ARBORISTS, INC.	24243	02/04/2019	143970	TREE TRIMMING/REMOVAL SERVICES - ZONE 02-HS	\$38,892.92
		02/04/2019	142998	TREE TRIMMING/REMOVAL SERVICES - ZONE 02-HS	
		02/04/2019	143868	TREE TRIMMING SERVICES - ZONE S	
		02/04/2019	143637	TREE TRIMMING SERVICES - ZONE E-7	
Remit to: ANAHEIM, CA					<u>FYTD:</u> \$86,388.32
WRCOG - WESTERN RIVERSIDE COUNCIL OF GOVERNMENTS	24358	02/19/2019	JAN-2019 TUMF	TUMF FEES COLLECTED 1/1-1/31/19-RESIDENTIAL & COMMERCIAL	\$478,629.50
Remit to: RIVERSIDE, CA					<u>FYTD:</u> \$6,617,265.26

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<u>Vendor Name</u>	<u>Check/EFT Number</u>	<u>Payment Date</u>	<u>Inv Number</u>	<u>Invoice Description</u>	<u>Payment Amount</u>
WRCRCA	236094	02/11/2019	JAN-2019 MSHCP	MSHCP FEES COLLECTED FOR JAN. 2019-RESIDENTIAL & COMMERCIAL/INDUSTRIAL	\$47,479.44
Remit to: RIVERSIDE, CA					<u>FYTD:</u> \$1,206,779.09
WSP USA, INC.	24244	02/04/2019	AR 12804A	SUNNYMEAD MASTER DRAINAGE PLAN SD LINES F & F-7, CONSULTANT SERVICES	\$55,728.17
Remit to: SAN BERNARDINO, CA					<u>FYTD:</u> \$180,458.81
TOTAL AMOUNTS OF \$25,000 OR GREATER					\$11,291,037.41

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<u>Vendor Name</u>	<u>Check/EFT Number</u>	<u>Payment Date</u>	<u>Inv Number</u>	<u>Invoice Description</u>	<u>Payment Amount</u>
230-CIRCLE K STORES INC.	236137	02/19/2019	FBP18-1682	REFUND-OVER PAYMENT ANNUAL FIRE FEES	\$514.80
Remit to: TEMPE, AZ					FYTD: \$514.80
AARVIG AND ASSOCIATES, APC	236145	02/25/2019	33992	LEGAL SERVICES-CLAIM MV1819 (A. WHITE)	\$1,180.00
		02/25/2019	33990	LEGAL SERVICES-CLAIM MV1761 (K. PIEHL)	
Remit to: REDLANDS, CA					FYTD: \$19,526.36
ABILITY COUNTS, INC	24205	02/04/2019	ACI114405	LANDSCAPE MAINT-CFD #1-DEC 2018	\$2,065.00
	24260	02/11/2019	ACI114499	LANDSCAPE MAINT-CFD #1-JAN 2019	\$2,065.00
Remit to: CORONA, CA					FYTD: \$18,585.00
ACCU-TECH CORPORATION	236020	02/04/2019	692126075	MATERIALS- FIRE STATION 58	\$1,001.06
		02/04/2019	692126021	MATERIALS- FIRE STATION 58	
Remit to: DALLAS, TX					FYTD: \$13,891.30
ACTIVE NETWORK, LLC	24261	02/11/2019	11105270	ACTIVENET PCS-DATACARDS	\$346.09
Remit to: DALLAS, TX					FYTD: \$4,746.09
ADMINSURE	236146	02/25/2019	11783	WORKERS' COMP CLAIM ADMIN-MAR 2019	\$2,175.00
Remit to: ONTARIO, CA					FYTD: \$19,575.00
AEI-CASC ENGINEERING	24313	02/19/2019	0040111	PLAN CHECK SVCS-PWQMP	\$10,432.00
Remit to: COLTON, CA					FYTD: \$40,955.75
AKM CONSULTING ENGINEERS, INC	236109	02/19/2019	0009840	SAN TIMOTEO FOOTHILL NEIGHBORHOOD FLOOD PROTECTION, CONSULTANT	\$7,380.00
Remit to: IRVINE, CA					FYTD: \$38,792.00

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Vendor Name	Check/EFT Number	Payment Date	Inv Number	Invoice Description	Payment Amount
ALDI, INC.	236096	02/11/2019	MVU 7014047-01	SOLAR PBI INCENTIVE REBATE	\$12,171.72
Remit to: MORENO VALLEY, CA					FYTD: \$127,160.76
ALLIANT INSURANCE SERVICES	236111	02/19/2019	3RD QTR-CY2018	SPECIAL EVENT INSURANCE (JULY-SEPT 2018 PREMIUMS)	\$13,341.00
		02/19/2019	2ND QTR-CY2018	SPECIAL EVENT INSURANCE (APR-JUNE 2018 PREMIUMS)	
Remit to: NEWPORT BEACH, CA					FYTD: \$13,341.00
ALLSTATE NORTHBROOK INDEMNITY CO.	236147	02/25/2019	SETTLEMENT	LIABILITY CLAIM SETTLEMENT-MV1836-J. STREET	\$1,113.92
Remit to: DALLAS, TX					FYTD: \$1,113.92
AMASON INDUSTRIAL ELECTRIC	236165	02/25/2019	BOE19-0011	REFUND CANCELLED BUILDING PERMIT 24246 HORTON CT	\$191.52
Remit to: NORWALK, CA					FYTD: \$191.52
AMERICAN CANCER SOCIETY	236097	02/11/2019	2000670.047	CONFERENCE & REC. CTR. RENTAL REFUND	\$500.00
Remit to: RIVERSIDE, CA					FYTD: \$500.00
AMERICAN FORENSIC NURSES	24262	02/11/2019	71739	PHLEBOTOMY SVCS	\$525.00
		02/11/2019	71725	PHLEBOTOMY SVCS	
Remit to: LA QUINTA, CA					FYTD: \$8,850.00
ANIMAL EMERGENCY CLINIC, INC.	24364	02/25/2019	JAN 2019	AFTER HOURS EMERGENCY VET SVCS-MV ANIMAL SHELTER	\$320.00
Remit to: GRAND TERRACE, CA					FYTD: \$3,879.00

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Vendor Name	Check/EFT Number	Payment Date	Inv Number	Invoice Description	Payment Amount
ANNEALTA GROUP	236112	02/19/2019	1333	PLANNING ENTITLEMENT AND PLAN CHECK SVCS	\$20,413.90
		02/19/2019	1337	PLANNING ENTITLEMENT AND PLAN CHECK SVCS	
		02/19/2019	1334	PLANNING ENTITLEMENT AND PLAN CHECK SVCS	
		02/19/2019	1318	PLANNING ENTITLEMENT AND PLAN CHECK SVCS	
		02/19/2019	1332	PLANNING ENTITLEMENT AND PLAN CHECK SVCS	
		02/19/2019	1336	PLANNING ENTITLEMENT AND PLAN CHECK SVCS	
		02/19/2019	1335	PLANNING ENTITLEMENT AND PLAN CHECK SVCS	
		02/19/2019	1338	PLANNING ENTITLEMENT AND PLAN CHECK SVCS	
Remit to: HUNTINGTON BEACH, CA					FYTD: \$37,036.15
ARROW ELECTRONICS	24315	02/19/2019	1621971468ADDL	FREIGHT CHARGE-SOLAR POWERED CAMERAS	\$5.98
Remit to: CITY OF INDUSTRY, CA					FYTD: \$26,474.77
ASSESSOR-COUNTY CLERK RECORDER	236113	02/19/2019	18-331890	TECHNICAL SERVICES (ZCIOMVTS)	\$191.25
	236148	02/25/2019	2018-0425730	RECORDING SERVICE FEES	\$44.00
Remit to: RIVERSIDE, CA					FYTD: \$235.25
AT&T MOBILITY	236070	02/11/2019	300137	CELL PHONE LOCATION/ACTIVATION	\$125.00
Remit to: CAROL STREAM, IL					FYTD: \$125.00
AVANT GARDE	24316	02/19/2019	5331	HOME HABITAT FOR HUMANITY-JAN 2019	\$2,452.50
		02/19/2019	5332	CDBG HABITAT FOR HUMANITY-JAN 2019	
		02/19/2019	5329	HOME FUNDING COMPLIANCE SVCS-JAN 2019	
Remit to: POMONA, CA					FYTD: \$24,589.50
AVILA, JAVIER	236098	02/11/2019	R19-131169	ANIMAL SERVICES REFUND-SPAY/NEUTER AND RABIES DEPOSITS	\$95.00
Remit to: MORENO VALLEY, CA					FYTD: \$95.00

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<u>Vendor Name</u>	<u>Check/EFT Number</u>	<u>Payment Date</u>	<u>Inv Number</u>	<u>Invoice Description</u>	<u>Payment Amount</u>
BAILEY, THERESE	236166	02/25/2019	R19-130981	ANIMAL SERVICES REFUND-SPAY/NEUTER DEPOSIT	\$75.00
Remit to: MORENO VALLEY, CA					<u>FYTD:</u> \$225.00
BESTWAY LAUNDRY SOLUTIONS, INC.	236149	02/25/2019	S093983	COMMERCIAL DRYER-ANIMAL SVCS	\$4,351.09
Remit to: CORONA, CA					<u>FYTD:</u> \$4,495.09
BIO-TOX LABORATORIES	236071	02/11/2019	37257	FORENSIC TOXICOLOGY TESTING SVCS FOR PD	\$2,132.00
		02/11/2019	37181	FORENSIC TOXICOLOGY TESTING SVCS FOR PD	
		02/11/2019	37182	FORENSIC TOXICOLOGY TESTING SVCS FOR PD	
Remit to: RIVERSIDE, CA					<u>FYTD:</u> \$27,929.88
BMI	236072	02/11/2019	33721460	ANNUAL MUSIC LICENSE FOR 8/1/18-7/31/19	\$1,392.00
Remit to: CINCINNATI, OH					<u>FYTD:</u> \$1,392.00
BMW MOTORCYCLES OF RIVERSIDE	24263	02/11/2019	6020982	MAINT & REPAIRS-TRAFFIC MOTORCYCLE	\$4,574.69
		02/11/2019	6021073	MAINT & REPAIRS-TRAFFIC MOTORCYCLE	
		02/11/2019	6021074	MAINT & REPAIRS-TRAFFIC MOTORCYCLE	
		02/11/2019	6021037	MAINT & REPAIRS-TRAFFIC MOTORCYCLE	
		02/11/2019	6020925	MAINT & REPAIRS-TRAFFIC MOTORCYCLE	
		02/11/2019	6021055	MAINT & REPAIRS-TRAFFIC MOTORCYCLE	
Remit to: RIVERSIDE, CA					<u>FYTD:</u> \$49,671.00

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<u>Vendor Name</u>	<u>Check/EFT Number</u>	<u>Payment Date</u>	<u>Inv Number</u>	<u>Invoice Description</u>	<u>Payment Amount</u>
BOX SPRINGS MUTUAL WATER COMPANY	236021	02/04/2019	80-4 1/25/19	WATER ASSESSMENT ON VACANT LOTS OWNED BY THE HOUSING AUTHORITY	\$328.00
		02/04/2019	195-5 1/25/19	WATER ASSESSMENT ON VACANT LOTS OWNED BY THE HOUSING AUTHORITY	
		02/04/2019	331-1 1/25/19	WATER ASSESSMENT ON VACANT LOTS OWNED BY THE HOUSING AUTHORITY	
		02/04/2019	36-1 1/25/19	WATER ASSESSMENT ON VACANT LOTS OWNED BY THE HOUSING AUTHORITY	
		02/04/2019	45-4 1/25/19	WATER ASSESSMENT ON VACANT LOTS OWNED BY THE HOUSING AUTHORITY	
		02/04/2019	1084-1 1/25/19	WATER ASSESSMENT ON VACANT LOTS OWNED BY THE HOUSING AUTHORITY	
		02/04/2019	204-9 1/25/19	WATER ASSESSMENT ON VACANT LOTS OWNED BY THE HOUSING AUTHORITY	
		02/04/2019	1088-1 1/25/19	WATER ASSESSMENT ON VACANT LOTS OWNED BY THE HOUSING AUTHORITY	
		02/04/2019	1087-1 1/25/19	WATER ASSESSMENT ON VACANT LOTS OWNED BY THE HOUSING AUTHORITY	
		02/04/2019	189-13 1/25/19	WATER ASSESSMENT ON VACANT LOTS OWNED BY THE HOUSING AUTHORITY	
		02/04/2019	1086-1 1/25/19	WATER ASSESSMENT ON VACANT LOTS OWNED BY THE HOUSING AUTHORITY	
	02/04/2019	1085-1 1/25/19	WATER ASSESSMENT ON VACANT LOTS OWNED BY THE HOUSING AUTHORITY		
	236073	02/11/2019	721-1 1/25/19	WATER CHARGES	\$146.39
Remit to: MORENO VALLEY, CA					FYTD: \$6,463.23
BRAUN BLAISING SMITH WYNNE, P.C.	236150	02/25/2019	17836	LEGAL SVCS-MV UTILTIY-JAN 2019	\$1,264.38
Remit to: SACRAMENTO, CA					FYTD: \$3,998.29

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BRIDGEPAY NETWORK SOLUTIONS	24264	02/11/2019	3510	CREDIT CARD GATEWAY SVCS-FEB 2019	\$55.70
Remit to: ALTAMONTE SPRINGS, FL					FYTD: \$334.30
BRIGHTVIEW LANDSCAPE SERVICES, INC.	24317	02/19/2019	3610842-3	LANDSCAPE MAINT-ZONE M	\$4,980.16
	24365	02/25/2019	6156215	LANDSCAPE MAINT-ZONE M	\$318.00
Remit to: PASADENA, CA					FYTD: \$382,563.94
BRITO, LUCILA	236099	02/11/2019	R18-130659	ANIMAL SERVICES REFUND-SPAY/NEUTER AND RABIES DEPOSITS	\$95.00
Remit to: MORENO VALLEY, CA					FYTD: \$95.00
BRIXTON-ALTO SHOPPING CENTER, LLC	236151	02/25/2019	MAR 2019 RENT	MAR 2019 RENT (INCLUDING CAM) FOR EMPLOYMENT RESOURCE CTR	\$7,652.70
Remit to: SAN DIEGO, CA					FYTD: \$61,221.60
C F & D CORPORATION	24366	02/25/2019	19452	COMMUNICATION TOWERS EQUIPMENT & SITE RENTAL (1YR)-BOX SPRINGS	\$19,788.00
Remit to: RIVERSIDE, CA					FYTD: \$19,788.00
C OVERAA & CO	236041	02/04/2019	BL#34883-YR2019	REFUND OF OVER-PAYMENT FOR BL#34883	\$65.00
Remit to: RICHMOND, CA					FYTD: \$65.00
CALIFORNIA ELECTRIC SUPPLY	236066	02/04/2019	1069-758828	LED SAFETY LIGHT FIXTURES	\$14,806.26
Remit to: SAN DIEGO, CA					FYTD: \$14,806.26

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CALIFORNIA MUNICIPAL UTILITIES ASSOC.	236074	02/11/2019	18-0246	ENERGY PLATFORMS PORTFOLIOS DEVELOPMENT	\$10,935.00
		02/11/2019	19-0254	CMUA 2018 STATEWIDE SURVEY	
Remit to: SACRAMENTO, CA					FYTD: \$28,726.00
CALIFORNIA WATERSHED ENGINEERING CORP.	24318	02/19/2019	19427	PLAN CHECK SVCS-PMQMP-DEC 2018	\$3,419.00
Remit to: FULLERTON, CA					FYTD: \$21,997.17
CAMERON-DANIEL, P.C.	24265	02/11/2019	1018	LEGAL SERVICES-MV UTILITY	\$9,056.50
		02/11/2019	1033	LEGAL SERVICES-MV UTILITY	
Remit to: ROSEVILLE, CA					FYTD: \$11,971.50
CARRILLO, CHRISTIAN	236100	02/11/2019	R18-129852	ANIMAL SERVICES REFUND-SPAY/NEUTER AND RABIES DEPOSITS	\$95.00
Remit to: PERRIS, CA					FYTD: \$95.00
CDW GOVERNMENT, INC.	236022	02/04/2019	QTX8419	SOLAR CARPORT CAMERAS	\$2,819.63
Remit to: CHICAGO, IL					FYTD: \$21,943.23
CENTRO MEDICO DEL CARMEN, INC.	236167	02/25/2019	110856	REFUND-DUPLICATE FIRE INSPECTION FEE	\$150.00
Remit to: MORENO VALLEY, CA					FYTD: \$150.00
CHANCY, CHIZURU	236023	02/04/2019	DEC-2018	INSTRUCTOR SERVICES-HULA & TAHITIAN DANCE CLASSES	\$72.00
		02/04/2019	JAN-2019	INSTRUCTOR SERVICES-HULA & TAHITIAN DANCE CLASSES	
Remit to: MORENO VALLEY, CA					FYTD: \$624.00

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CHANDLER ASSET MANAGEMENT, INC	24266	02/11/2019	1901MORENOVA	INVESTMENT MGMT SVCS-JAN 2019	\$4,427.50
Remit to: SAN DIEGO, CA					FYTD: \$39,089.91
CHRIS BALASINSKI DBA REF UNION	24267	02/11/2019	PST	REFEREES FOR MV YOUTH LEAGUE PRE-SEASON TOURNAMENT	\$404.00
	236068	02/04/2019	WJ1	REFEREES FOR MV YOUTH LEAGUE GAMES 1/19 & 1/26/19	\$864.00
Remit to: NEWPORT BEACH, CA					FYTD: \$1,268.00
CHUNG, SUN	236101	02/11/2019	2000674.047	REFUND BALANCE-BEGINNING PAINTING & DRAWING CLASS	\$60.00
Remit to: MORENO VALLEY, CA					FYTD: \$60.00
CINTAS FIRST AID & SAFETY	236114	02/19/2019	5012381594	FIRST AID KIT SUPPLIES-ANNEX	\$911.88
		02/19/2019	5012379452	FIRST AID KIT SUPPLIES-COTTONWOOD GOLF CTR	
		02/19/2019	5012594062	FIRST AID KIT SUPPLIES-SENIOR CENTER	
		02/19/2019	5012594028	FIRST AID KIT SUPPLIES-CORPORATE YARD MECHANIC SHOP	
		02/19/2019	5012594027	FIRST AID KIT SUPPLIES-CORPORATE YARD OFFICES	
		02/19/2019	5012379467	FIRST AID KIT SUPPLIES-TOWNGATE COMM CTR	
		02/19/2019	5012379432	FIRST AID KIT SUPPLIES-CORPORATE YARD WAREHOUSE	
		02/19/2019	5012379428	FIRST AID KIT SUPPLIES-RESOURCE CENTER	
		02/19/2019	5012379480	FIRST AID KIT SUPPLIES-CITY HALL	
		02/19/2019	5012379430	FIRST AID KIT SUPPLIES-CORPORATE YARD SIGNS SIGNAL	
Remit to: CINCINNATI, OH					FYTD: \$3,894.59
CIRCLE OF SAFE-T, INC.	236075	02/11/2019	755	SART EXAM-MV183580316	\$700.00
Remit to: MURRIETA, CA					FYTD: \$700.00
CITYGOVAPP, INC.	236115	02/19/2019	1219	ACP MOBILE INSPECTION APP SUBSCRIPTION 10/15/18-10/15/19	\$9,468.00
Remit to: BERKELEY, CA					FYTD: \$9,468.00

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<u>Vendor Name</u>	<u>Check/EFT Number</u>	<u>Payment Date</u>	<u>Inv Number</u>	<u>Invoice Description</u>	<u>Payment Amount</u>
COGENT COMMUNICATIONS, INC	24268	02/11/2019	212019	SECONDARY INTERNET CONNECTION 2/1-2/28/19	\$1,726.00
Remit to: BALTIMORE, MD					FYTD: \$13,808.00
CORODATA MEDIA STORAGE INC.	236116	02/19/2019	DS1287177	OFF-SITE MEDIA STORAGE-JAN 2019	\$327.35
Remit to: LOS ANGELES, CA					FYTD: \$2,708.17
CORTEZ, MISELA	236102	02/11/2019	R18-130459	ANIMAL SERVICES REFUND-SPAY/NEUTER DEPOSIT	\$75.00
Remit to: MORENO VALLEY, CA					FYTD: \$75.00
COSTAR REALTY INFORMATION, INC	236024	02/04/2019	108763326-1	COMMERCIAL REAL ESTATE DATABASE SVC-FEB 2019	\$1,436.00
Remit to: BALTIMORE, MD					FYTD: \$11,488.00
COUNSELING TEAM, THE	236025	02/04/2019	71333	EMPLOYEE ASSISTANCE PROGRAM-DEC 2018	\$1,250.00
Remit to: SAN BERNARDINO, CA					FYTD: \$16,379.00
COUNTRY SQUIRE ESTATES	236076	02/11/2019	DEC 2018-JAN 19	UUT REFUND FOR DEC 2018- JAN 2019	\$43.80
Remit to: ONTARIO, CA					FYTD: \$327.33
COUNTY OF RIVERSIDE	24269	02/11/2019	IT0000002598	APX 7500M DUAL BAND, HPD MODEM MAINT	\$2,945.35
	236117	02/19/2019	PU0000004622	FUEL FOR CITY VEHICLE	\$56.85
	236152	02/25/2019	8246	FUEL FOR CITY VEHICLE 13001-JAN 2019	\$65.54
Remit to: RIVERSIDE, CA					FYTD: \$47,820.60
COWAN, DELORES R	24207	02/04/2019	SEP-2018	INSTRUCTOR SERVICES-POM POM/CHEERLEADING/DRILL TEAM CLASSES	\$913.85
Remit to: MORENO VALLEY, CA					FYTD: \$913.85

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CREATIVE SOLUTIONS	236138	02/19/2019	2000678.047	CONFERENCE & REC. CTR. RENTAL REFUND	\$1,064.00
Remit to: MORENO VALLEY, CA					FYTD: \$1,064.00
D&D SERVICES DBA D&D DISPOSAL, INC.	236118	02/19/2019	49604	DECEASED ANIMAL REMOVAL SVC-JAN 2019	\$745.00
Remit to: VALENCIA, CA					FYTD: \$5,960.00
DANE CONSTRUCTION	24271	02/11/2019	020119-1	SENIOR CENTER-ADA DRAWER INSTALLATION	\$5,248.00
Remit to: RIVERSIDE, CA					FYTD: \$90,364.00
DATA TICKET, INC.	24272	02/11/2019	97117TPC	THIRD PARTY COLLECTIONS-ANIMAL SVCS-DEC 2018	\$717.16
		02/11/2019	97118	ADMIN CITATION PROCESSING-BLDG & SAFETY-DEC 18	
		02/11/2019	97120	PARKING CITATION PROCESSING-CODE-DEC 2018	
		02/11/2019	97117	ADMIN CITATION PROCESSING-ANIMAL SVCS-DEC 2018	
	24321	02/19/2019	96875	ADMIN CITATION PROCESSING-NPDES- DEC18	\$751.02
Remit to: IRVINE, CA					FYTD: \$154,988.59
DELTA DENTAL OF CALIFORNIA	24273	02/11/2019	BE003208879	EMPLOYEE DENTAL INSURANCE-PPO	\$13,208.00
Remit to: SAN FRANCISCO, CA					FYTD: \$102,952.48
DELTACARE USA	24274	02/11/2019	BE003209651	EMPLOYEE DENTAL INSURANCE-HMO	\$4,874.04
Remit to: DALLAS, TX					FYTD: \$38,728.33
DEVINDER MAINI	236168	02/25/2019	2000661.047	REFUND-TOWNGATE BANQUET ROOM	\$200.00
Remit to: MORENO VALLEY, CA					FYTD: \$200.00
DISH DBS CORPORATION	236077	02/11/2019	86557282/FEB19	SATELLITE TV-FIRE STATION 99-1/31-2/28/19	\$96.04
Remit to: PALATINE, IL					FYTD: \$665.28

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DMS FACILITY SERVICES	24208	02/04/2019	RC-L114356	JANITORIAL SVCS-SUNNYMEAD ELEM.-JAN 2019	\$6,987.92
		02/04/2019	RC-L114359	JANITORIAL SVCS-COTTONWOOD GOLF CTR.-JAN 2019	
		02/04/2019	RC-L114347	JANITORIAL SVCS-EMERGENCY OP'S CTR-JAN 2019	
		02/04/2019	RC-L114357	JANITORIAL SVCS-TOWNGATE-JAN 2019	
		02/04/2019	RC-L114342	JANITORIAL SVCS-ANIMAL SHELTER-JAN 2019	
		02/04/2019	RC-L114352	JANITORIAL SVCS-RAINBOW RIDGE PORTABLE-JAN 2019	
		02/04/2019	RC-L114345	JANITORIAL SVCS-CITY YARD	
		02/04/2019	RC-L114361	JANITORIAL SVCS-SANTIAGO OFFICE-JAN 2019	
		02/04/2019	RC-L114343	JANITORIAL SVCS-ANNEX-JAN 2019	
		02/04/2019	RC-L114353	JANITORIAL SVCS-RED MAPLE PORTABLE-JAN 2019	
		02/04/2019	RC-L114350	JANITORIAL SVCS-MARCH FIELD COMM. CTR-JAN 2019	
		02/04/2019	RC-L114355	JANITORIAL SVCS-SUNNYMEAD MIDDLE/THINK-JAN 2019	
	24275	02/04/2019	RC-L114348	JANITORIAL SVCS-EMPLOYMENT RESOURCE CTR-JAN 2019	\$5,830.90
		02/11/2019	RC-L114564	JANITORIAL SVCS-EMERGENCY OP'S CTR-FEB 2019	
		02/11/2019	RC-L114560	JANITORIAL SVCS-ANNEX 1-FEB 2019	
		02/11/2019	RC-L114573	JANITORIAL SVCS-SUNNYMEAD ELEM.-FEB 2019	
		02/11/2019	RC-L114562	JANITORIAL SVCS-CITY YARD-FEB 2019	
		02/11/2019	RC-L114565	JANITORIAL SVCS-EMPLOYMENT RESOURCE CTR-FEB 2019	
		02/11/2019	RC-L114578	JANITORIAL SVCS-SANTIAGO OFFICE-FEB 2019	
		02/11/2019	RC-L114569	JANITORIAL SVCS-RAINBOW RIDGE PORTABLE-FEB 2019	
	24322	02/11/2019	RC-L114572	JANITORIAL SVCS-SUNNYMEAD MIDDLE/THINK-FEB 2019	\$2,227.50
		02/11/2019	RC-L114570	JANITORIAL SVCS-RED MAPLE PORTABLE-FEB 2019	
		02/11/2019	RC-L114567	JANITORIAL SVCS-MARCH FIELD COMM. CTR-FEB 2019	
		02/11/2019	RC-L114559	JANITORIAL SVCS-ANIMAL SHELTER-FEB 2019	
02/19/2019		L47297	SPECIAL CLEANINGS FOR JAN 2019 EVENT RENTALS-TOWNGATE COMM CTR.		
02/19/2019	L47298	SPECIAL CLEANINGS FOR JAN 2019 EVENT RENTALS-COTTONWOOD GOLF CTR			
02/19/2019	L47112	SPECIAL CLEANINGS FOR DEC 2018-COTTONWOOD GOLF CTR.			

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DOMINGUEZ, FRED	236169	02/25/2019	BOC19-0031	REFUND CANCELLED BUILDING PERMIT 12212 RIPARIAN	\$252.16
Remit to: MORENO VALLEY, CA					FYTD: \$252.16
DON'S AUTO CENTER, INC	236042	02/04/2019	BL#02094-YR2019	REFUND OF OVER-PAYMENT FOR BL#33049	\$65.00
Remit to: FONTANA, CA					FYTD: \$65.00
E.R. BLOCK PLUMBING & HEATING, INC.	24209	02/04/2019	126983	BACKFLOW DEVICE TEST-FIRE STATION 99	\$75.00
		02/04/2019	126982	BACKFLOW DEVICE TEST-FIRE STATION 58	
	24276	02/11/2019	128139	BACKFLOW DEVICE TEST-FIRE STATION 91	\$200.00
		02/11/2019	128141	BACKFLOW DEVICE TEST-ANIMAL SHELTER	
		02/11/2019	128140	BACKFLOW DEVICE TEST-EMERGENCY OP'S CTR	
	24323	02/19/2019	128142	BACKFLOW DEVICE TEST-ZONE M	\$710.19
		02/19/2019	128271	BACKFLOW DEVICE TEST-ZONES D, M & 03	
Remit to: RIVERSIDE, CA					FYTD: \$31,930.02
EASTERN MUNICIPAL WATER DISTRICT	236153	02/25/2019	JAN-19 2/25/19	WATER CHARGES	\$2,611.65
		02/25/2019	DEC-18 2/25/19	WATER CHARGES	
Remit to: PERRIS, CA					FYTD: \$1,563,601.63
ECORP CONSULTING, INC.	24210	02/04/2019	86025	STORM DRAIN LINE H-2 (DISCOVERY CHURCH), CONSULTANT SERVICES	\$1,615.00
	24368	02/25/2019	86258	STORM DRAIN LINE H-2 (DISCOVERY CHURCH), CONSULTANT SERVICES	\$2,226.85
Remit to: ROCKLIN, CA					FYTD: \$16,718.06

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EMMANUEL C LUBRICA	236170	02/25/2019	MVA030015334	REFUND- PARKING CONTROL FEES-OVERPAYMENT	\$57.50
Remit to: MORENO VALLEY, CA					<u>FYTD:</u> \$57.50
EMPLOYMENT DEVELOPMENT DEPARTMENT	24363	02/21/2019	4TH QTR 2018	UNEMPLOYMENT INSURANCE CLAIMS 10/1-12/31/18	\$11,814.00
Remit to: SACRAMENTO, CA					<u>FYTD:</u> \$34,073.28
ENCO UTILITY SERVICES MORENO VALLEY LLC	24211	02/04/2019	40-414A-01	WA# 40-414A-DUKE REALTY NANDINA INDUSTRIAL CTR	\$14,814.87
		02/04/2019	40-384-01	WA# 40-384-COMPLETION OF STREETLIGHT SYSTEM-HEACOCK	
Remit to: ANAHEIM, CA					<u>FYTD:</u> \$3,862,022.73
ENNIS PAINT INC/AMERICAN TRAFFIC PRODUCTS	24212	02/04/2019	365814	TRAFFIC PAINT SUPPLIES	\$7,301.14
Remit to: CHARLOTTE, NC					<u>FYTD:</u> \$56,934.27
ENVIROCARE CONSULTING, INC.	236108	02/11/2019	195729	LEAD BASE PAINT INSPECTION	\$1,023.00
Remit to: RIVERSIDE, CA					<u>FYTD:</u> \$1,023.00
EVANS ENGRAVING & AWARDS	24213	02/04/2019	12419-18	RETIREMENT PLAQUE FOR JULIENE CLAY	\$43.10
	24277	02/11/2019	11119-9	RETIREMENT PLAQUES FOR C. BARAJAS & V. ZARAGOZA	\$75.43
	24325	02/19/2019	21019-23	NAMEPLATE-T. ROBINSON	\$19.40
Remit to: BANNING, CA					<u>FYTD:</u> \$574.64
FAHIE, JERRY	236027	02/04/2019	012719	SPORTS OFFICIATING SERVICES-SOFTBALL	\$84.00
Remit to: MORENO VALLEY, CA					<u>FYTD:</u> \$378.00

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FAIRWAY LANDSCAPE & IRRIGATION, INC	236043	02/04/2019	BL#02389-YR2019	REFUND OF OVER-PAYMENT FOR BL#02389	\$80.00
Remit to: RIVERSIDE, CA					FYTD: \$80.00
FAST SIGNS	236119	02/19/2019	70-39397	FABRICATION AND INSTALLATION OF NEW SIGN-PROJECT PEN 18-0016	\$1,147.36
		02/19/2019	70-39376	FABRICATION AND INSTALLATION OF NEW SIGN	
Remit to: MORENO VALLEY, CA					FYTD: \$6,544.41
FEDCHEX RECOVERY, LLC	236078	02/11/2019	10076589	ADMIN FEES-COLLECTIONS-MV UTILITY	\$82.15
		02/11/2019	10079055	ADMIN FEES-COLLECTIONS-MV UTILITY	
Remit to: IRVINE, CA					FYTD: \$82.15
FEHR & PEERS	24326	02/19/2019	127909	SSARP CITYWIDE PEDESTRIAN SAFETY STUDY, CONSULTANT SERVICES	\$15,080.81
		02/19/2019	127244	SSARP CITYWIDE PEDESTRIAN SAFETY STUDY, CONSULTANT SERVICES	
Remit to: WALNUT CREEK, CA					FYTD: \$68,057.56
FIRST AMERICAN DATA TREE, LLC	236079	02/11/2019	20027760119	ONLINE SOFTWARE SUBSCRIPTION-JAN 2019	\$99.00
Remit to: PASADENA, CA					FYTD: \$792.00

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FIRST AMERICAN TRUST, FSB	24251	02/08/2019	W190201	RECORDING FEES-12902 ROBERTS WAY-S. CORDERO	\$772.00
	24252	02/08/2019	W190202	RECORDING FEES-12903 ROBERTS WAY-R. YOUSEFF	\$625.00
	24253	02/08/2019	W190203	RECORDING FEES-12914 ROBERTS WAY-S. HIDEY	\$625.00
	24254	02/08/2019	W190204	RECORDING FEES-12907 ROBERTS WAY-H. PORTELLES	\$625.00
	24255	02/08/2019	W190205	RECORDING FEES-12911 ROBERTS WAY-R. CUEVAS	\$625.00
	24256	02/08/2019	W190206	RECORDING FEES-12915 ROBERTS WAY-A. ALVAREZ	\$625.00
	24257	02/08/2019	W190207	RECORDING FEES-12919 ROBERTS WAY-J. NAJAR	\$625.00
	24258	02/08/2019	W190208	RECORDING FEES-12923 ROBERTS WAY-E. DE LA CRUZ	\$625.00

Remit to: SANTA ANA, CA

FYTD: \$5,147.00

FIRST CHOICE SERVICES	24279	02/11/2019	643370	WATER PURIF UNIT RENTAL-EMERGENCY OP'S CTR	\$504.90
		02/11/2019	643365	WATER PURIF UNIT RENTAL-ANNEX 1	
		02/11/2019	643374	WATER PURIF UNIT RENTAL-FIRE STATION 58	
		02/11/2019	643377	WATER PURIF UNIT RENTAL-FIRE STATION 99	
		02/11/2019	643380	WATER PURIF UNIT RENTAL-SENIOR CENTER	
		02/11/2019	643378	WATER PURIF UNIT RENTAL-LIBRARY	
		02/11/2019	643364	WATER PURIF UNIT RENTAL-ANIMAL SHELTER	
		02/11/2019	643376	WATER PURIF UNIT RENTAL-FIRE STATION 91	
		02/11/2019	643375	WATER PURIF UNIT RENTAL-FIRE STATION 65	
		02/11/2019	643371	WATER PURIF UNIT RENTAL-FIRE STATION 2	
		02/11/2019	643372	WATER PURIF UNIT RENTAL-FIRE STATION 6	
		02/11/2019	643369	WATER PURIF UNIT RENTAL-CITY YARD	
		02/11/2019	643368	WATER PURIF UNIT RENTAL-CONF & REC CTR	
		02/11/2019	643366	WATER PURIF UNIT RENTAL-CITY HALL 1ST FLOOR	
		02/11/2019	643373	WATER PURIF UNIT RENTAL-FIRE STATION 48	
		02/11/2019	643379	WATER PURIF UNIT RENTAL-PUBLIC SAFETY BUILDING	
		02/11/2019	643367	WATER PURIF UNIT RENTAL-CITY HALL 2ND FLOOR	

Remit to: ONTARIO, CA

FYTD: \$4,750.65

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FLO MOTION	24370	02/25/2019	SEP-2018	INSTRUCTOR SERVICES-NEW IMAGE BOOT CAMP	\$50.40
Remit to: MORENO VALLEY, CA					<u>FYTD:</u> \$176.40
FLORES, RAQUEL	236171	02/25/2019	R18-130585	ANIMAL SERVICES REFUND-SPAY/NEUTER AND RABIES DEPOSITS	\$95.00
Remit to: PERRIS, CA					<u>FYTD:</u> \$95.00
FRANCHISE TAX BOARD	236080	02/11/2019	4-CASE 572086293	REMITTANCE OF FUNDS PER ORDER TO WITHHOLD #628849505359419709	\$200.40
Remit to: SACRAMENTO, CA					<u>FYTD:</u> \$438.40
FRANKLIN, L. C.	24280	02/11/2019	JAN-2019	MILEAGE REIMBURSEMENT	\$196.04
Remit to: PERRIS, CA					<u>FYTD:</u> \$1,295.87
FRED'S GLASS & MIRROR, INC.	236081	02/11/2019	13957	WINDOW REPAIR-FIRE STATION 91	\$409.63
Remit to: RIVERSIDE, CA					<u>FYTD:</u> \$3,806.05
FRIENDS OF THE MV SENIOR CENTER	24327	02/19/2019	07-2018	SENIOR MOVAN PROGRAM-CDBG REIMBURSEMENT	\$17,083.30
		02/19/2019	11-2018	SENIOR MOVAN PROGRAM-CDBG REIMBURSEMENT	
		02/19/2019	09-2018	SENIOR MOVAN PROGRAM-CDBG REIMBURSEMENT	
		02/19/2019	08-2018	SENIOR MOVAN PROGRAM-CDBG REIMBURSEMENT	
		02/19/2019	10-2018B	SENIOR MOVAN PROGRAM-CDBG REIMBURSEMENT	
Remit to: MORENO VALLEY, CA					<u>FYTD:</u> \$23,416.70
FRONTIER COMMUNICATIONS/FORMERLY VERIZON	24371	02/25/2019	7002Z183-S-19036	BACKBONE COMMUNICATIONS SERVICE 2/5/19-3/4/19	\$2,461.13
Remit to: ROCHESTER, NY					<u>FYTD:</u> \$17,461.05

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FRONTIER COMMUNICATIONS/FORMERLY VERIZON CALIF.	236154	02/25/2019	082109-5/FEB19	PHONE SVC FOR ERC 02/04-3/3/19	\$623.53
Remit to: CINCINNATI, OH					<u>FYTD:</u> \$5,594.42
FUENTES, DAVID	236172	02/25/2019	R19-132561	ANIMAL SERVICES REFUND-RETURN ADOPTION FEES	\$65.00
Remit to: MORENO VALLEY, CA					<u>FYTD:</u> \$160.00
G/M BUSINESS INTERIORS, INC.	24281	02/11/2019	0248511-IN	DUAL MONITOR ARM-ANNEX	\$9,416.32
		02/11/2019	0248103-IN	CUBICLE TEAR DOWN & SET UP-PUBLIC SAFETY BUILDING	
Remit to: RIVERSIDE, CA					<u>FYTD:</u> \$20,481.84
GALLEGOS, TINA M.	236028	02/04/2019	FALL 2018	TUITION/EMPLOYEE EDUCATION REIMBURSEMENT	\$762.27
Remit to: PERRIS, CA					<u>FYTD:</u> \$1,660.38
GARCIA HERNANDEZ SAWHNEY, LLP	24282	02/11/2019	10711	LEGAL SERVICES	\$798.00
Remit to: SAN DIEGO, CA					<u>FYTD:</u> \$16,692.49
GARCIA, CATHRYN	236103	02/11/2019	R19-131806	ANIMAL SERVICES REFUND-TRAP RENTAL DEPOSIT	\$50.00
Remit to: MORENO VALLEY, CA					<u>FYTD:</u> \$50.00
GILLUM, HOMER	236173	02/25/2019	R19-132529	ANIMAL SERVICES REFUND-TRAP RENTAL DEPOSIT	\$50.00
Remit to: MORENO VALLEY, CA					<u>FYTD:</u> \$50.00

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GONG ENTERPRISES, INC.	24214	02/04/2019	7821	PLAN CHECK SVCS-ROUGH GRADING PLANS/PEN 16-0130	\$4,083.75
		02/04/2019	7822	PLAN CHECK SVCS-DRAINAGE REPORT-PEN16-0130	
		02/04/2019	7825	PLAN CHECK SVCS-DRAINAGE REPORT/PEN18-0184/0185	
	24328	02/19/2019	7823	PLAN CHECK SVCS-PEN18-0090 (PM 37514)	\$4,320.00
		02/19/2019	7824	PLAN CHECK SVCS-PEN18-0090 (PM 37514)	
Remit to: HUNTINGTON BEACH, CA					FYTD: \$41,951.25
GONZALEZ, MAYRA	236082	02/11/2019	FALL 2018 -2	TUITION/EMPLOYEE EDUCATION REIMBURSEMENT	\$874.50
Remit to: LAKE ELSINORE, CA					FYTD: \$2,000.00
GRAVES & KING, LLP	24372	02/25/2019	1812-0010107-01	LEGAL SVCS-CLAIM MV1833 (P. MIDDLEBROOKS)	\$11,496.89
		02/25/2019	1812-0009936-02	LEGAL SVCS-CLAIM MV1707 (T. HUFF)	
		02/25/2019	1812-0010166-02	LEGAL SERVICES-CLAIM 0010166	
Remit to: RIVERSIDE, CA					FYTD: \$100,770.48
HABITAT FOR HUMANITY RIVERSIDE	24373	02/25/2019	MHR1819-7A	MOBILE HOME REPAIR PROGRAM-JANUARY 2019	\$860.10
Remit to: RIVERSIDE, CA					FYTD: \$267,340.87
HARIRI, ARLENE	236044	02/04/2019	2000660.047	RIDGE CREST PICNIC SHELTER REFUND	\$33.60
Remit to: MORENO VALLEY, CA					FYTD: \$33.60
HDL COREN & CONE	236120	02/19/2019	0026229-IN	CONTRACT SVCS-PROPERTY TAX SOFTWARE MAINT (JAN-MARCH 2019)	\$5,362.50
Remit to: BREA, CA					FYTD: \$16,732.50
HERRERA, LOURDES	236104	02/11/2019	R18-129923	ANIMAL SERVICES REFUND-SPAY/NEUTER DEPOSIT	\$75.00
Remit to: RIVERSIDE, CA					FYTD: \$75.00

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<u>Vendor Name</u>	<u>Check/EFT Number</u>	<u>Payment Date</u>	<u>Inv Number</u>	<u>Invoice Description</u>	<u>Payment Amount</u>
HITCHCOCK, KIMBERLY	236136	02/19/2019	2/27 - 2/28/19	TRAVEL PER DIEM & MILEAGE-CALPELRA LABOR RELATIONS ACADEMY	\$185.90
Remit to: NUEVO, CA					<u>FYTD:</u> \$661.00
HLP, INC.	24330	02/19/2019	15912	WEB LICENSE MONTHLY SVC FEE	\$60.90
Remit to: LITTLETON, CO					<u>FYTD:</u> \$32,258.45
HR GREEN PACIFIC INC.	24215	02/04/2019	123741	PLAN CHECK SVCS-ENCROACHMENT PERMITS	\$7,050.00
	24284	02/11/2019	123338	PLAN CHECK SVCS-NOV 2018	\$6,610.75
	24331	02/19/2019	124409	PLAN CHECK SVCS-ENCROACHMENT PERMITS	\$7,431.25
		02/19/2019	123685	PLAN CHECK SVCS-WQMP-THRU 11/30/18	
		02/19/2019	124435	PLAN CHECK SVCS-WQMP-THRU 01/25/19	
		02/19/2019	123843	PLAN CHECK SVCS-WQMP-THRU 12/28/18	
Remit to: DES MOINES, IA					<u>FYTD:</u> \$92,032.06
HYLAND SOFTWARE, INC. (FMRLY SIRE TECHNOLOGIES)	24374	02/25/2019	LE01-081431	SIRE SOFTWARE QTRLY MAINT 5/1-7/30/19	\$6,087.61
Remit to: WESTLAKE, OH					<u>FYTD:</u> \$24,350.44
INLAND EMPIRE PROPERTY SERVICE, INC	24375	02/25/2019	18123	NUISANCE ABATEMENT SVCS-APN SUNNYMEAD BLVD	\$412.16
Remit to: MORENO VALLEY, CA					<u>FYTD:</u> \$77,284.14
INLAND OVERHEAD DOOR COMPANY	236045	02/04/2019	BL#28906-YR2019	REFUND OF OVER-PAYMENT FOR BL#28906	\$70.50
Remit to: COLTON, CA					<u>FYTD:</u> \$16,406.25
INSIDE PLANTS, INC.	24285	02/11/2019	73450	INSIDE PLANT MAINT SVC-FEB 2019	\$130.00
Remit to: CORONA, CA					<u>FYTD:</u> \$1,040.00

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INTERWEST CONSULTING GROUP	24216	02/04/2019	46269	CONSTRUCTION INSPECTION SVCS-DEC 2018	\$14,400.00
Remit to: BOULDER, CO					FYTD: \$106,200.00
J & R CONCRETE, INC	236121	02/19/2019	66505	REPLACEMENT PULL BOXES AND LIDS	\$361.72
Remit to: PERRIS, CA					FYTD: \$723.76
JOHNSON , TRACY	24217	02/04/2019	JAN-2019	INSTRUCTOR - SHITO-RYU KARATE CLASSES	\$324.00
Remit to: MORENO VALLEY, CA					FYTD: \$2,273.90
JOHNSON, CASSANDRA	236046	02/04/2019	R19-130847	ANIMAL SERVICES REFUND-SPAY/NEUTER DEPOSIT FOR 2 KITTENS	\$150.00
Remit to: MORENO VALLEY, CA					FYTD: \$150.00
KELANI, ABDULRAHMAN	236105	02/11/2019	R19-131054	ANIMAL SERVICES REFUND-SPAY/NEUTER DEPOSIT	\$75.00
Remit to: MORENO VALLEY, CA					FYTD: \$75.00
KIMLEY-HORN & ASSOC., INC.	24286	02/11/2019	12540825	ROAD SAFETY AUDIT ON IRONWOOD AVE, CONSULTANT SERVICES	\$1,542.07
Remit to: LOS ANGELES, CA					FYTD: \$47,905.06
KOA CORPORATION	236155	02/25/2019	JB83146x2	JUAN BAUTISTA DE ANZA ATP 3, CONSULTANT SERVICES	\$4,264.75
Remit to: MONTEREY PARK, CA					FYTD: \$29,243.15
KUSTOM SIGNALS, INC.	24287	02/11/2019	560510	RADAR/LASER MAINT & REPAIR	\$318.19
Remit to: CHICAGO, IL					FYTD: \$318.19
LA VERNE POWER EQUIPMENT, INC.	24376	02/25/2019	197847	GENERATOR/POWERING FOR MEDIA TRAILER	\$4,130.96
Remit to: LA VERNE, CA					FYTD: \$8,855.88

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LANDCARE USA, LLC	24288	02/11/2019	201994	LANDSCAPE MAINT-ZONES 01 & E7	\$171.50
Remit to: RIVERSIDE, CA					FYTD: \$289,015.90
LE CHI PHAM	236174	02/25/2019	MVA050008131	REFUND- PARKING CONTROL FEES-OVERPAYMENT	\$32.50
Remit to: VALLEJO, CA					FYTD: \$32.50
LEE, JERI	236122	02/19/2019	NOV-2018	INSTRUCTOR SERVICES-ADAPTIVE ZUMBA CLASS	\$238.05
		02/19/2019	JAN-2019	INSTRUCTOR SERVICES-ADAPTIVE ZUMBA CLASS	
		02/19/2019	DEC-2018	INSTRUCTOR SERVICES-ADAPTIVE ZUMBA CLASS	
Remit to: MORENO VALLEY, CA					FYTD: \$500.25
LEE, MIKE	24218	02/04/2019	2/12 - 2/13/19	TRAVEL PER DIEM & MILEAGE-ENTERTAINMENT EXPER. EVOLUTION EVENT	\$101.74
Remit to: CHINO HILLS, CA					FYTD: \$397.58
LEE-MCDUFFIE, PRECIOUS	24333	02/19/2019	FEB-2019	INSTRUCTOR SERVICES-ACTING & SPEECH CLASSES FOR KIDS/LITTLE ONES	\$297.00
Remit to: MORENO VALLEY, CA					FYTD: \$3,614.49
LEGEND CONSTRUCTION	236047	02/04/2019	BOR19-0008	REFUND-CANCELLED BUILDING PERMIT-12674 SUNNYMEADOWS	\$131.52
Remit to: HESPERIA, CA					FYTD: \$131.52
LIEBERT, CASSIDY, WHITMORE	236029	02/04/2019	1471905	LEGAL SERVICES-MO140-00017	\$2,107.63
	236156	02/25/2019	3/14/19 TRAINING	TRAINING FOR 5 ATTENDEES	\$175.00
Remit to: LOS ANGELES, CA					FYTD: \$40,498.80
LILLY, ANA	24290	02/11/2019	00041	GRAPHIC/WEB DESIGN 1/13-1/26/19	\$1,008.00
	24334	02/19/2019	00042	GRAPHIC/WEB DESIGN 1/27-2/09/19	\$1,104.86
Remit to: RIVERSIDE, CA					FYTD: \$19,929.80

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LUMESIS, INC.	24377	02/25/2019	15133	CONTINUING BOND DISCLOSURE AUDITS	\$2,750.00
Remit to: STAMFORD, CT					FYTD: \$2,750.00
LYONS SECURITY SERVICE, INC	24219	02/04/2019	25482	SECURITY GUARD SVCS-COTTONWOOD GOLF CTR SPECIAL EVENTS-DEC 2018	\$788.99
	24291	02/11/2019	25658	SECURITY GUARD SVCS-CITY HALL-JAN 2019	\$7,092.47
		02/11/2019	25662	SECURITY GUARD SVCS-LIBRARY-JAN 2019	
		02/11/2019	25661	SECURITY GUARD SVCS-COTTONWOOD GOLF CTR SPECIAL EVENTS-JAN 2019	
		02/11/2019	25660	SECURITY GUARD SVCS-CONF & REC CTR-JAN 2019	
		02/11/2019	25663	SECURITY GUARD SVCS-SENIOR CENTER-JAN 2019	
	24335	02/19/2019	25666	SECURITY GUARD SVCS-MV UTILITY-JAN 2019	\$633.85
		02/19/2019	25481	SECURITY GUARD SVCS-CONF & REC CTR SPECIAL EVENTS-DEC 2018	
Remit to: ANAHEIM, CA					FYTD: \$124,348.86
MALCOLM SMITH MOTORCYCLES, INC.	24292	02/11/2019	5143997	MAINT./REPAIRS-PD TRAFFIC MOTORCYCLE	\$360.45
Remit to: RIVERSIDE, CA					FYTD: \$14,354.98
MARCH JOINT POWERS AUTHORITY	236030	02/04/2019	47136	GAS CHARGES-M.A.R.B. BUILDING 938-NOV18	\$42.74
		02/04/2019	47133	GAS CHARGES-M.A.R.B. BUILDING 823-NOV18	
		02/04/2019	47147	GAS CHARGES-M.A.R.B. BUILDING 823-DEC18	
		02/04/2019	47150	GAS CHARGES-M.A.R.B. BUILDING 938-DEC18	
Remit to: RIVERSIDE, CA					FYTD: \$74.02

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MARIPOSA LANDSCAPES, INC.	24220	02/04/2019	83440	LANDSCAPE MAINT.-UTILITY FIELD OFFICE-JAN19	\$4,144.00
		02/04/2019	83441	LANDSCAPE MAINT.-FIRE STATIONS 2, 6, 48, 58, 65, 91, & 99-JAN19	
		02/04/2019	83446	LANDSCAPE MAINT.-KITCHING ELECTRIC SUBSTATION-JAN19	
		02/04/2019	83436	LANDSCAPE MAINT.-MORENO BEACH ELECTRIC SUBSTATION-JAN19	
	24293	02/11/2019	83438	LANDSCAPE MAINT.-PUBLIC SAFETY BUILDING-JAN19	\$14,603.00
		02/11/2019	83444	LANDSCAPE MAINT.-VETERANS MEMORIAL-JAN19	
		02/11/2019	83433	LANDSCAPE MAINT.-MARCH ANNEX BUILDING-JAN19	
		02/11/2019	83445	LANDSCAPE MAINT.-CITY YARD SANTIAGO OFFICE-JAN19	
		02/11/2019	83434	LANDSCAPE MAINT.-CITY YARD-JAN19	
		02/11/2019	83429	LANDSCAPE MAINT.-SOUTH AQUEDUCT A-JAN19	
		02/11/2019	83435	LANDSCAPE MAINT.-CONFERENCE & REC. CENTER-JAN19	
		02/11/2019	83428	LANDSCAPE MAINT.-PAN AM SECTION AQUEDUCT-JAN19	
		02/11/2019	83430	LANDSCAPE MAINT.-SOUTH AQUEDUCT B-JAN19	
		02/11/2019	83422	LANDSCAPE MAINT.-TOWNGATE COMMUNITY CENTER-JAN19	
		02/11/2019	83432	LANDSCAPE MAINT.-ANIMAL SHELTER-JAN19	
		02/11/2019	83427	LANDSCAPE MAINT.-NORTH AQUEDUCT-JAN19	
		02/11/2019	83425	LANDSCAPE MAINT.-AQUEDUCT BIKEWAY-DELPHINIUM/PERHAM TO JFK-JAN19	
		02/11/2019	83424	LANDSCAPE MAINT.-AQUEDUCT BIKEWAY/BAY AVE. TO GRAHAM-JAN19	
		02/11/2019	83423	LANDSCAPE MAINT.-TOWNGATE AQUEDUCT BIKEWAY-JAN19	
		02/11/2019	83442	LANDSCAPE MAINT.-CITY HALL-JAN19	
02/11/2019	83437	LANDSCAPE MAINT.-LIBRARY-JAN19			
02/11/2019	83443	LANDSCAPE MAINT.-ANNEX 1-JAN19			
02/11/2019	83439	LANDSCAPE MAINT.-SENIOR CENTER-JAN19			
02/11/2019	83431	LANDSCAPE MAINT.-AQUEDUCT/SCE & OLD LAKE DRIVE-JAN19			
02/11/2019	83426	LANDSCAPE MAINT.-AQUEDUCT BIKEWAY/VANDENBERG TO FAY-JAN19			

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MARIPOSA LANDSCAPES, INC.	24336	02/19/2019	83421	LANDSCAPE MAINT.-SD LMD ZONE 02-JAN 2019	\$9,428.00
Remit to: IRWINDALE, CA					FYTD: \$300,844.09
MAXIMUM EXHAUST CLEANING, INC.	236084	02/11/2019	94252	SENIOR CENTER KITCHEN EXHAUST CLEANING	\$470.00
Remit to: RANCHO CUCAMONGA, CA					FYTD: \$850.00
MCCAIN TRAFFIC SUPPLY	236085	02/11/2019	INV0237487	TRAFFIC SIGNAL EQUIPMENT	\$4,205.65
		02/11/2019	INV0237182	TRAFFIC SIGNAL EQUIPMENT	
Remit to: VISTA, CA					FYTD: \$46,404.08
MCCLAIN, MELISSA	24221	02/04/2019	2/12 - 2/13/19	TRAVEL PER DIEM & MILEAGE-ENTERTAINMENT EXPER. EVOLUTION EVENT	\$184.49
Remit to: APPLE VALLEY, CA					FYTD: \$3,160.33
MCNAIR, LAKESH	236175	02/25/2019	1487	REFUND-TOWNGATE BANQUET ROOM	\$200.00
Remit to: CHESAPEAKE, VA					FYTD: \$200.00
MEJIA, ANTHONY	236049	02/04/2019	MVA030015372	REFUND OF OVER-PAYMENT FOR PARKING CITATION#MVA030015372	\$20.00
Remit to: MORENO VALLEY, CA					FYTD: \$20.00
MENGISTU, YESHIALEM	24294	02/11/2019	JAN-2019	MILEAGE REIMBURSEMENT	\$130.50
Remit to: MORENO VALLEY, CA					FYTD: \$957.28
MERCHANTS LANDSCAPE SERVICES INC	24222	02/04/2019	53005	IRRIGATION REPAIRS-SD LMD ZONE 05-OCT 2018	\$879.25
Remit to: MONTEREY PARK, CA					FYTD: \$412,289.24

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MIG, INC.	236031	02/04/2019	0056758	CONSULTING SVCS.-OUTREACH TOOLBOX FOR DISADVANTAGED COMMUNITIES	\$5,480.40
Remit to: BERKELEY, CA					<u>FYTD:</u> \$5,480.40
MOHAN, BRIAN	236065	02/04/2019	290202	REIMBURSEMENT-POINT IN TIME REFRESHMENT	\$102.93
Remit to: REDLANDS, CA					<u>FYTD:</u> \$457.93
MONTGOMERY, BRIDGETTE	24224	02/04/2019	2/10 - 2/13/19	TRAVEL PER DIEM & MILEAGE-2019 PARMA ANNUAL CONFERENCE	\$245.30
Remit to: YUCAIPA, CA					<u>FYTD:</u> \$457.85
MORENO VALLEY MALL HOLDING, LLC	24378	02/25/2019	MAR. 2019 RENT	MARCH 2019 RENT PAYMENT FOR SP. 2078-M.V. MALL LIBRARY BRANCH	\$6,874.54
Remit to: MORENO VALLEY, CA					<u>FYTD:</u> \$54,996.32
MORENO VALLEY MASTER CHORALE	24338	02/19/2019	01-23-19 INV	2019 SPONSORSHIP TO ASSIST LOCAL CULTURAL PERFORMING ARTS GROUPS	\$2,500.00
Remit to: MORENO VALLEY, CA					<u>FYTD:</u> \$2,850.00
MORENO VALLEY TOW & RADIATOR	236157	02/25/2019	6339	EVIDENCE TOWING & STORAGE FOR PD	\$1,986.00
		02/25/2019	6340	EVIDENCE TOWING & STORAGE FOR PD	
Remit to: MORENO VALLEY, CA					<u>FYTD:</u> \$6,247.00
MORENO VALLEY YOUTH FEDERATION	236106	02/11/2019	2000671.047	CONFERENCE & REC. CTR. RENTAL REFUND	\$200.00
Remit to: MORENO VALLEY, CA					<u>FYTD:</u> \$400.00

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MSL ELECTRIC, INC	236050	02/04/2019	BL#20965-YR2019	REFUND OF OVER-PAYMENT FOR BL#20965	\$11.15
Remit to: ANAHEIM, CA					<u>FYTD:</u> \$11.15
MUELLA, GINA	236107	02/11/2019	R18-128721	ANIMAL SERVICES REFUND-SPAY/NEUTER DEPOSIT	\$75.00
Remit to: MONTEREY PARK, CA					<u>FYTD:</u> \$75.00
MULLEN, TROY	236032	02/04/2019	012719	SPORTS OFFICIATING SERVICES-SOFTBALL	\$84.00
Remit to: MORENO VALLEY, CA					<u>FYTD:</u> \$336.00
MUNOZ, ARIEL	236164	02/25/2019	3/5 - 3/7/19	TRAVEL PER DIEM & MILEAGE-P.R.A.C. 2019 ANNUAL TRAINING CONF.	\$315.80
Remit to: MORENO VALLEY, CA					<u>FYTD:</u> \$315.80
MUSICSTAR	236033	02/04/2019	AUG-2018	INSTRUCTOR SERVICES-GUITAR CLASS	\$726.60
		02/04/2019	JUL-2018	INSTRUCTOR SERVICES-VIDEO GAME DESIGN CAMP	
		02/04/2019	SEP-2018	INSTRUCTOR SERVICES-GUITAR & KEYBOARD CLASSES	
Remit to: RIVERSIDE, CA					<u>FYTD:</u> \$726.60
NATURES IMAGE, INC.	24295	02/11/2019	19-01-010	WATER QUALITY BASIN LANDSCAPE/IRRIGATION MAINT.-JAN. 2019	\$7,332.00
Remit to: LAKE FOREST, CA					<u>FYTD:</u> \$51,324.00
NAVARRO, DIANA	236141	02/19/2019	2000656.047	REFUND-DEPOSIT-SENIOR BANQUET ROOM	\$300.00
Remit to: MORENO VALLEY, CA					<u>FYTD:</u> \$300.00
NBS GOVERNMENT FINANCE GROUP	24225	02/04/2019	119000022	CONSULTING SERVICES-BOUNDARY MAP PREPARATION	\$400.00
Remit to: TEMECULA, CA					<u>FYTD:</u> \$5,910.00

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NCM ENGINEERING CORPORATION	236086	02/11/2019	MVAL1701-01	BRIDGE ENGINEERING ANALYSIS FOR OLIVER ST. BRIDGE PROJECT	\$15,979.00
Remit to: RANCHO SANTA MAR, CA					<u>FYTD:</u> \$15,979.00
NEILL W. CAPPS II	236176	02/25/2019	MVA010009250	REFUND- PARKING CONTROL FEES-OVERPAYMENT	\$115.00
Remit to: MORENO VALLEY, CA					<u>FYTD:</u> \$115.00
NGUYEN, CLEMENT BA DUONG	24339	02/19/2019	DEC-2018	INSTRUCTOR SERVICES-VOVINAM MARTIAL ARTS CLASS	\$1,062.18
		02/19/2019	JAN-2019	INSTRUCTOR SERVICES-VOVINAM MARTIAL ARTS CLASS	
		02/19/2019	NOV-2018	INSTRUCTOR SERVICES-VOVINAM MARTIAL ARTS CLASS	
Remit to: BEAUMONT, CA					<u>FYTD:</u> \$2,721.95
NICHOLS CONSULTING ENGINEERS, CHTD (NCE)	24226	02/04/2019	318023014	MORENO VALLEY PAVEMENT MANAGEMENT SYSTEM, CONSULTANT SERVICES	\$660.00
	24379	02/25/2019	318023015	PAVEMENT MANAGMENT SYSTEM, CONSULTANT SERVICES	\$3,094.00
Remit to: RENO, NV					<u>FYTD:</u> \$19,054.22
NO LIMITS DANCE ACADEMY	24340	02/19/2019	JAN-2019	INSTRUCTOR SERVICES-BALLET/MINI HIP HOP DANCE CLASSES	\$323.20
Remit to: MORENO VALLEY, CA					<u>FYTD:</u> \$606.40
ONE MORENO VALLEY 240, LP	236051	02/04/2019	BL#23042-YR2019	REFUND OF OVER-PAYMENT FOR BL#23042	\$1,296.78
Remit to: MORENO VALLEY, CA					<u>FYTD:</u> \$1,296.78

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OPERATION SAFEHOUSE, INC.	24341	02/19/2019	6 - NOV 2018	CDBG SUBGRANTEE PAYMENT-EMERGENCY SHELTER FOR YOUTH PROGRAM	\$10,000.00
		02/19/2019	5 - OCT 2018	CDBG SUBGRANTEE PAYMENT-EMERGENCY SHELTER FOR YOUTH PROGRAM	
		02/19/2019	4 - SEP 2018	CDBG SUBGRANTEE PAYMENT-EMERGENCY SHELTER FOR YOUTH PROGRAM	
		02/19/2019	3 - AUG 2018	CDBG SUBGRANTEE PAYMENT-EMERGENCY SHELTER FOR YOUTH PROGRAM	
		02/19/2019	1 - JUL 2018	CDBG SUBGRANTEE PAYMENT-EMERGENCY SHELTER FOR YOUTH PROGRAM	
		02/19/2019	2 - JUL 2018	CDBG SUBGRANTEE PAYMENT-EMERGENCY SHELTER FOR YOUTH PROGRAM	
Remit to: RIVERSIDE, CA					<u>FYTD:</u> \$10,000.00
OVERLAND PACIFIC & CUTLER,	24342	02/19/2019	1901056	RIGHT OF WAY CONSULTING SERVICES	\$630.00
Remit to: LONG BEACH, CA					<u>FYTD:</u> \$8,295.00
PAINTING BY ZEB BODE	24297	02/11/2019	02062019	REFURBISHMENT OF SENIOR CENTER CABINETS/COUNTERTOPS	\$11,250.00
Remit to: NORCO, CA					<u>FYTD:</u> \$63,609.00
PARKS, JANNIE H	236052	02/04/2019	BL#05047-YR2019	REFUND OF OVER-PAYMENT FOR NSF CHARGE	\$33.00
Remit to: MORENO VALLEY, CA					<u>FYTD:</u> \$33.00
PAW PERFECTION PET GROOMING	24228	02/04/2019	407208	GROOMING SERVICES FOR MV ANIMAL SHELTER	\$80.00
	24343	02/19/2019	407209	GROOMING SERVICES FOR MV ANIMAL SHELTER	\$115.00
Remit to: MORENO VALLEY, CA					<u>FYTD:</u> \$1,525.00

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PEDLEY SQUARE VETERINARY CLINIC	24344	02/19/2019	JAN-2019	VETERINARY SERVICES-MV ANIMAL SHELTER	\$11,096.29
Remit to: RIVERSIDE, CA					FYTD: \$115,097.17
PENNINGTON, YOKO	236177	02/25/2019	R18-130426	ANIMAL SERVICES REFUND-SPAY/NEUTER AND RABIES DEPOSITS	\$95.00
Remit to: MORENO VALLEY, CA					FYTD: \$95.00
PEPE'S TOWING	236159	02/25/2019	84662	EVIDENCE TOWING FOR PD	\$436.00
		02/25/2019	84663	EVIDENCE TOWING FOR PD	
Remit to: MORENO VALLEY, CA					FYTD: \$2,861.00
PERCEPTIVE ENTERPRISES, INC.	24345	02/19/2019	3471	PROFESSIONAL DBE CONSULTING SERVICES	\$1,770.00
Remit to: LOS ANGELES, CA					FYTD: \$14,100.00
PETTY CASH - FINANCE	236095	02/11/2019	JAN 2019	PETTY CASH FUND REPLENISHMENT	\$1,086.52
Remit to: MORENO VALLEY, CA					FYTD: \$5,361.28
PETTY CASH -PARKS & RECREATION	236160	02/25/2019	MARCH 9, 2019	START UP CHANGE FOR RACE ON THE BASE EVENT	\$500.00
Remit to: MORENO VALLEY, CA					FYTD: \$1,500.00
PIP PRINTING RIVERSIDE	236123	02/19/2019	374364	MAIL SERVICES FOR BUSINESS LICENSE RENEWAL ITEMS	\$909.58
Remit to: RIVERSIDE, CA					FYTD: \$5,464.66
PLOWMAN , REGGIE	236053	02/04/2019	3222087	REFUND-11 CERTIFICATIONS	\$305.00
Remit to: JURUPA VALLEY, CA					FYTD: \$305.00

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PROFESSIONAL COMMUNICATIONS NETWORK PCN	236124	02/19/2019	155400285	LIVE ANSWERING SERVICE FOR ROTATIONAL TOW PROGRAM	\$510.31
Remit to: RIVERSIDE, CA					<u>FYTD:</u> \$4,701.54
PROMONTORY POINTE HOA	236054	02/04/2019	2000630.047	CONFERENCE AND REC. RENTAL REFUND	\$100.00
Remit to: CORONA , CA					<u>FYTD:</u> \$100.00

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PRUDENTIAL OVERALL SUPPLY	24298	02/11/2019	22723714	UNIFORM RENTAL & LAUNDERING SVC.-PARKS MAINT. STAFF	\$1,637.00
		02/11/2019	22738266	UNIFORM RENTAL & LAUNDERING SVC.-SIGNS & STRIPING STAFF	
		02/11/2019	22738269	UNIFORM RENTAL & LAUNDERING SVC.-STREET SWEEPING STAFF	
		02/11/2019	22738270	UNIFORM RENTAL & LAUNDERING SVC.-CONCRETE MAINT. STAFF	
		02/11/2019	22738271	UNIFORM RENTAL & LAUNDERING SVC.-GRAFFITI REMOVAL STAFF	
		02/11/2019	22738273	UNIFORM RENTAL & LAUNDERING SVC.-TREE MAINT. STAFF	
		02/11/2019	22741877	UNIFORM RENTAL & LAUNDERING SVC.-TRAFFIC SIGNAL MAINT. STAFF	
		02/11/2019	22745551	UNIFORM RENTAL & LAUNDERING SVC.-SIGNS & STRIPING STAFF	
		02/11/2019	22730982	UNIFORM RENTAL & LAUNDERING SVC.-TRAFFIC SIGNAL MAINT. STAFF	
		02/11/2019	22727330	UNIFORM RENTAL & LAUNDERING SVC.-SIGNS & STRIPING STAFF	
		02/11/2019	22727331	UNIFORM RENTAL & LAUNDERING SVC.-TRAFFIC SIGNAL MAINT. STAFF	
		02/11/2019	22738268	UNIFORM RENTAL & LAUNDERING SVC.-CFD #1 STAFF	
		02/11/2019	22734605	UNIFORM RENTAL & LAUNDERING SVC.-TREE MAINT. STAFF	
		02/11/2019	22734596	UNIFORM RENTAL & LAUNDERING SVC.-VEHICLE/EQUIPMENT MAINT. STAFF	
		02/11/2019	22738264	UNIFORM RENTAL & LAUNDERING SVC.-VEHICLE/EQUIPMENT MAINT. STAFF	
		02/11/2019	22738272	UNIFORM RENTAL & LAUNDERING SVC.-PARKS MAINT. STAFF	
		02/11/2019	22745552	UNIFORM RENTAL & LAUNDERING SVC.-TRAFFIC SIGNAL MAINT. STAFF	
		02/11/2019	22723710	UNIFORM RENTAL & LAUNDERING SVC.-CFD #1 STAFF	
		02/11/2019	22734604	UNIFORM RENTAL & LAUNDERING SVC.-PARKS MAINT. STAFF	
		02/11/2019	22734603	UNIFORM RENTAL & LAUNDERING SVC.-GRAFFITI REMOVAL STAFF	
		02/11/2019	22734602	UNIFORM RENTAL & LAUNDERING SVC.-CONCRETE MAINT. STAFF	
		02/11/2019	22734601	UNIFORM RENTAL & LAUNDERING SVC.-STREET SWEEPING STAFF	

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PRUDENTIAL OVERALL SUPPLY		02/11/2019	22727332	UNIFORM RENTAL & LAUNDERING SVC.-CFD #1 STAFF	
		02/11/2019	22734599	UNIFORM RENTAL & LAUNDERING SVC.-TRAFFIC SIGNAL MAINT. STAFF	
		02/11/2019	22738267	UNIFORM RENTAL & LAUNDERING SVC.-TRAFFIC SIGNAL MAINT. STAFF	
		02/11/2019	22734600	UNIFORM RENTAL & LAUNDERING SVC.-CFD #1 STAFF	
		02/11/2019	22730980	UNIFORM RENTAL & LAUNDERING SVC.-STREET MAINT. STAFF	
		02/11/2019	22741876	UNIFORM RENTAL & LAUNDERING SVC.-SIGNS & STRIPING STAFF	
		02/11/2019	22723709	UNIFORM RENTAL & LAUNDERING SVC.-TRAFFIC SIGNAL MAINT. STAFF	
		02/11/2019	22716387	UNIFORM RENTAL & LAUNDERING SVC.-SIGNS & STRIPING STAFF	
		02/11/2019	22716388	UNIFORM RENTAL & LAUNDERING SVC.-TRAFFIC SIGNAL MAINT. STAFF	
		02/11/2019	22716389	UNIFORM RENTAL & LAUNDERING SVC.-CFD #1 STAFF	
		02/11/2019	22716393	UNIFORM RENTAL & LAUNDERING SVC.-PARKS MAINT. STAFF	
		02/11/2019	22720057	UNIFORM RENTAL & LAUNDERING SVC.-SIGNS & STRIPING STAFF	
		02/11/2019	22720058	UNIFORM RENTAL & LAUNDERING SVC.-TRAFFIC SIGNAL MAINT. STAFF	
		02/11/2019	22720059	UNIFORM RENTAL & LAUNDERING SVC.-CFD #1 STAFF	
		02/11/2019	22720063	UNIFORM RENTAL & LAUNDERING SVC.-PARKS MAINT. STAFF	
		02/11/2019	22730987	UNIFORM RENTAL & LAUNDERING SVC.-PARKS MAINT. STAFF	
		02/11/2019	22738265	UNIFORM RENTAL & LAUNDERING SVC.-STREET MAINT. STAFF	
		02/11/2019	22730983	UNIFORM RENTAL & LAUNDERING SVC.-CFD #1 STAFF	
		02/11/2019	22730979	UNIFORM RENTAL & LAUNDERING SVC.-VEHICLE/EQUIPMENT MAINT. STAFF	
		02/11/2019	22734598	UNIFORM RENTAL & LAUNDERING SVC.-SIGNS & STRIPING STAFF	
		02/11/2019	22730981	UNIFORM RENTAL & LAUNDERING SVC.-SIGNS & STRIPING STAFF	
		02/11/2019	22723708	UNIFORM RENTAL & LAUNDERING SVC.-SIGNS & STRIPING STAFF	
		02/11/2019	22734597	UNIFORM RENTAL & LAUNDERING SVC.-STREET MAINT. STAFF	
		02/11/2019	22727336	UNIFORM RENTAL & LAUNDERING SVC.-PARKS MAINT. STAFF	

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PRUDENTIAL OVERALL SUPPLY		02/11/2019	22730984	UNIFORM RENTAL & LAUNDERING SVC.-STREET SWEEPING STAFF	
		02/11/2019	22730985	UNIFORM RENTAL & LAUNDERING SVC.-CONCRETE MAINT. STAFF	
		02/11/2019	22730986	UNIFORM RENTAL & LAUNDERING SVC.-GRAFFITI REMOVAL STAFF	
		02/11/2019	22730988	UNIFORM RENTAL & LAUNDERING SVC.-TREE MAINT. STAFF	

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PRUDENTIAL OVERALL SUPPLY	24346	02/19/2019	22723713	UNIFORM RENTAL & LAUNDERING SVC.-GRAFFITI REMOVAL STAFF	\$1,240.26
		02/19/2019	22723711	UNIFORM RENTAL & LAUNDERING SVC.-STREET SWEEPING STAFF	
		02/19/2019	22727337	UNIFORM RENTAL & LAUNDERING SVC.-TREE MAINT. STAFF	
		02/19/2019	22723712	UNIFORM RENTAL & LAUNDERING SVC.-CONCRETE MAINT. STAFF	
		02/19/2019	22727958	UNIFORM RENTAL & LAUNDERING SVC.-LIBRARY SECURITY GUARD STAFF	
		02/19/2019	22710245	UNIFORM RENTAL & LAUNDERING SVC.-LIBRARY SECURITY GUARD STAFF	
		02/19/2019	22716384	UNIFORM RENTAL & LAUNDERING SVC.-PURCHASING STAFF STOREKEEPER	
		02/19/2019	22716385	UNIFORM RENTAL & LAUNDERING SVC.-VEHICLE/EQUIPMENT MAINT. STAFF	
		02/19/2019	22716386	UNIFORM RENTAL & LAUNDERING SVC.-STREET MAINT. STAFF	
		02/19/2019	22716390	UNIFORM RENTAL & LAUNDERING SVC.-STREET SWEEPING STAFF	
		02/19/2019	22716391	UNIFORM RENTAL & LAUNDERING SVC.-CONCRETE MAINT. STAFF	
		02/19/2019	22716392	UNIFORM RENTAL & LAUNDERING SVC.-GRAFFITI REMOVAL STAFF	
		02/19/2019	22716394	UNIFORM RENTAL & LAUNDERING SVC.-TREE MAINT. STAFF	
		02/19/2019	22716970	UNIFORM RENTAL & LAUNDERING SVC.-FACILITIES MAINT. STAFF	
		02/19/2019	22723715	UNIFORM RENTAL & LAUNDERING SVC.-TREE MAINT. STAFF	
		02/19/2019	22720053	UNIFORM RENTAL & LAUNDERING SVC.-CITY YARD SECURITY GUARD STAFF	
		02/19/2019	22720054	UNIFORM RENTAL & LAUNDERING SVC.-PURCHASING STAFF STOREKEEPER	
		02/19/2019	22720055	UNIFORM RENTAL & LAUNDERING SVC.-VEHICLE/EQUIPMENT MAINT. STAFF	
		02/19/2019	22720056	UNIFORM RENTAL & LAUNDERING SVC.-STREET MAINT. STAFF	
		02/19/2019	22720060	UNIFORM RENTAL & LAUNDERING SVC.-STREET SWEEPING STAFF	
		02/19/2019	22720061	UNIFORM RENTAL & LAUNDERING SVC.-CONCRETE MAINT. STAFF	

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PRUDENTIAL OVERALL SUPPLY		02/19/2019	22720062	UNIFORM RENTAL & LAUNDERING SVC.-GRAFFITI REMOVAL STAFF	
		02/19/2019	22720064	UNIFORM RENTAL & LAUNDERING SVC.-TREE MAINT. STAFF	
		02/19/2019	22720689	UNIFORM RENTAL & LAUNDERING SVC.-FACILITIES MAINT. STAFF	
		02/19/2019	22720690	UNIFORM RENTAL & LAUNDERING SVC.-LIBRARY SECURITY GUARD STAFF	
		02/19/2019	22723707	UNIFORM RENTAL & LAUNDERING SVC.-STREET MAINT. STAFF	
		02/19/2019	22727335	UNIFORM RENTAL & LAUNDERING SVC.-GRAFFITI REMOVAL STAFF	
		02/19/2019	22724056	UNIFORM RENTAL & LAUNDERING SVC.-FACILITIES MAINT. STAFF	
		02/19/2019	22716971	UNIFORM RENTAL & LAUNDERING SVC.-LIBRARY SECURITY GUARD STAFF	
		02/19/2019	22724057	UNIFORM RENTAL & LAUNDERING SVC.-LIBRARY SECURITY GUARD STAFF	
		02/19/2019	22727334	UNIFORM RENTAL & LAUNDERING SVC.-CONCRETE MAINT. STAFF	
		02/19/2019	22727326	UNIFORM RENTAL & LAUNDERING SVC.-CITY YARD SECURITY GUARD STAFF	
		02/19/2019	22727327	UNIFORM RENTAL & LAUNDERING SVC.-PURCHASING STAFF STOREKEEPER	
		02/19/2019	22727328	UNIFORM RENTAL & LAUNDERING SVC.-VEHICLE/EQUIPMENT MAINT. STAFF	
		02/19/2019	22723706	UNIFORM RENTAL & LAUNDERING SVC.-VEHICLE/EQUIPMENT MAINT. STAFF	
		02/19/2019	22716383	UNIFORM RENTAL & LAUNDERING SVC.-CITY YARD SECURITY GUARD STAFF	
		02/19/2019	22723705	UNIFORM RENTAL & LAUNDERING SVC.-PURCHASING STAFF STOREKEEPER	
		02/19/2019	22713417	UNIFORM RENTAL & LAUNDERING SVC.-LIBRARY SECURITY GUARD STAFF	
		02/19/2019	22727957	UNIFORM RENTAL & LAUNDERING SVC.-FACILITIES MAINT. STAFF	
		02/19/2019	22741878	UNIFORM RENTAL & LAUNDERING SVC.-CFD #1 STAFF	

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PRUDENTIAL OVERALL SUPPLY		02/19/2019	22741882	UNIFORM RENTAL & LAUNDERING SVC.-PARKS MAINT. STAFF	
		02/19/2019	22745553	UNIFORM RENTAL & LAUNDERING SVC.-CFD #1 STAFF	
		02/19/2019	22745557	UNIFORM RENTAL & LAUNDERING SVC.-PARKS MAINT. STAFF	
		02/19/2019	22749171	UNIFORM RENTAL & LAUNDERING SVC.-CFD #1 STAFF	
		02/19/2019	22749175	UNIFORM RENTAL & LAUNDERING SVC.-PARKS MAINT. STAFF	
		02/19/2019	22727329	UNIFORM RENTAL & LAUNDERING SVC.-STREET MAINT. STAFF	
		02/19/2019	22723704	UNIFORM RENTAL & LAUNDERING SVC.-CITY YARD SECURITY GUARD STAFF	
		02/19/2019	22727333	UNIFORM RENTAL & LAUNDERING SVC.-STREET SWEEPING STAFF	
Remit to: RIVERSIDE, CA					FYTD: \$11,562.06
PSOMAS	24381	02/25/2019	148633	JB DE ANZA MULTI USE TRAIL EL PORTRERO PARK TO IRIS AVE, CONSULT	\$6,821.57
Remit to: LOS ANGELES, CA					FYTD: \$40,249.19
QUALITY CODE PUBLISHING, LLC	24382	02/25/2019	2019-38	SUPPLEMENT SERVICE TO THE MV MUNICIPAL CODE	\$6,817.45
Remit to: SEATTLE, WA					FYTD: \$6,817.45
RAMOS, CARLOS	236055	02/04/2019	R19-131622	ANIMAL SERVICES REFUND-TRAP RENTAL DEPOSIT	\$50.00
Remit to: MORENO VALLEY, CA					FYTD: \$50.00
RAMOS, ROBERTO	24229	02/04/2019	JAN-2019	INSTRUCTOR SERVICES-AMAZING MARTIAL ARTS & TAE KWON DO CLASSES	\$874.82
	24347	02/19/2019	FEB-2019	INSTRUCTOR SERVICES-TAE KWON DO & SPANISH GUITAR/SINGING CLASSES	\$988.32
Remit to: MORENO VALLEY, CA					FYTD: \$9,406.94
RANCHO VERDE HIGH SCHOOL	236178	02/25/2019	2000675.047	CONFERENCE & REC. CTR. RENTAL REFUND	\$500.00
Remit to: MORENO VALLEY, CA					FYTD: \$500.00

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RE ASTORIA 2 LLC	24348	02/19/2019	00029	RENEWABLE ENERGY-MV UTILITY-JAN19	\$16,587.64
Remit to: SAN FRANCISCO, CA					FYTD: \$198,544.58
READY REFRESH BY NESTLE	24299	02/11/2019	09A0035449404	BOTTLED WATER SVC.-SUNNYMEAD ELEMENTARY CHILD CARE 10/9/18-1/8/19	\$202.02
		02/11/2019	09A0035449420	BOTTLED WATER/COOLER RENTAL-RAINBOW RIDGE CHILD CARE 10/9/18-1/8/19	
		02/11/2019	09A0035449180	BOTTLED WATER/COOLER RENTAL-ARMADA ELEM. CHILD CARE 10/9/18-1/8/19	
		02/11/2019	09A0035449305	BOTTLED WATER/COOLER RENTAL-CREEKSIDE ELEM. CHILD CARE 10/9/18-1/8/19	
Remit to: LOUISVILLE, KY					FYTD: \$493.37
REGALADO, BLANCA E	24230	02/04/2019	JAN-2019	INSTRUCTOR SERVICES-FOLKLORIC DANCE ADULT & YOUTH CLASSES	\$291.60
Remit to: MORENO VALLEY, CA					FYTD: \$2,433.60
REPUBLIC MASTER CHEFS TEXTILE RENTAL SERVICE	24231	02/04/2019	12562333	LINENS RENTAL FOR CRC BALLROOM	\$240.39
		02/04/2019	S752199	LINENS RENTAL FOR CRC SPECIAL EVENTS	
		02/04/2019	S753533	LINENS RENTAL FOR CRC SPECIAL EVENTS	
		02/04/2019	12556903	LINENS RENTAL FOR CRC BALLROOM	
	24349	02/19/2019	S753998	LINENS RENTAL FOR CRC SPECIAL EVENTS	\$79.33
		02/19/2019	12573012	LINENS RENTAL FOR CRC BALLROOM	
	24383	02/25/2019	S757343	LINENS RENTAL FOR CRC SPECIAL EVENTS	\$240.28
		02/25/2019	12567367	LINENS RENTAL FOR CRC BALLROOM	
		02/25/2019	S754006	LINENS RENTAL FOR CRC SPECIAL EVENTS	
Remit to: LOS ANGELES, CA					FYTD: \$3,214.46

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RETAIL MARKETING SERVICES DBA CARTRAC	24300	02/11/2019	171849	SHOPPING CART RETRIEVAL SERVICES-OCT 2018	\$6,000.00
		02/11/2019	172140	SHOPPING CART RETRIEVAL SERVICES-NOV 2018	
		02/11/2019	172255	SHOPPING CART RETRIEVAL SERVICES-DEC 2018	
Remit to: LOS ANGELES, CA					FYTD: \$8,250.00
RHA LANDSCAPE ARCHITECTS- PLANNERS	236087	02/11/2019	0119014	SKATE PARK DESIGN PROJECT SERVICES	\$3,250.00
	236143	02/19/2019	1118017	SKATE PARK DESIGN PROJECT SERVICES	\$310.53
Remit to: RIVERSIDE, CA					FYTD: \$39,987.20
RIGHTIME HOME SERVICES	236179	02/25/2019	BOM19-0036	REFUND CANCELLED BUILDING PERMIT 26025 SCOTT VICTOR	\$191.20
Remit to: RIVERSIDE, CA					FYTD: \$959.64
RIGHTWAY SITE SERVICES, INC.	236088	02/11/2019	243380	PORTABLE RESTROOM RENTAL-COTTONWOOD GOLF COURSE	\$561.48
		02/11/2019	243207	PORTABLE RESTROOM RENTAL-PSB CAR WASH AREA	
		02/11/2019	243381	PORTABLE RESTROOMS RENTAL-EQUESTRIAN CENTER	
	236125	02/19/2019	243490	PORTABLE RESTROOMS RENTAL-MAINT. & OPS. DIVISION	\$206.30
Remit to: LAKE ELSINORE, CA					FYTD: \$8,138.42
RIVERSIDE COUNTY DEPARTMENT OF HEALTH	236034	02/04/2019	HS0000006120	FRA RABIES TESTING @ PUBLIC HEALTH LAB	\$50.00
Remit to: RIVERSIDE, CA					FYTD: \$200.00
RIVERSIDE COUNTY OFFICE OF EDUCATION	236161	02/25/2019	3-5-19 EVENT	RIV COUNTY STATE OF EDUCATION ADDRESS-MAYOR GUTIERREZ	\$40.00
Remit to: RIVERSIDE, CA					FYTD: \$3,036.37

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RIVERSIDE UNIVERSITY HEALTH SYSTEMS - MEDICAL CTR	24384	02/25/2019	1139	SART EXAMS BILLING FOR PD-JAN. 2019	\$3,600.00
Remit to: MORENO VALLEY, CA					FYTD: \$26,200.00
RODRIGUEZ, RODOLFO	236142	02/19/2019	CK#233652	REISSUE UNCLAIMED CK-REFUND PARKING CONTROL FEES OVERPMT	\$57.50
Remit to: ROMOLAND, CA					FYTD: \$57.50
SAFEWAY SIGN CO.	24350	02/19/2019	14444	AMPHITHEATER SIGN	\$1,744.20
Remit to: ADELANTO, CA					FYTD: \$47,082.18
SALVATION ARMY	236035	02/04/2019	02-06-19 EVENT	SALVATION ARMY APPRECIATION LUNCHEON-COUNCILMEMBER CABRERA	\$35.00
	236089	02/11/2019	2-6-19/EVENT	SALVATION ARMY APPRECIATION LUNCHEON-COUNCILMEMBER MARQUEZ	\$35.00
Remit to: MORENO VALLEY, CA					FYTD: \$99,074.70

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SAN BERNARDINO & RIVERSIDE CO FIRE EQUIP	24232	02/04/2019	100970	5 YEAR SPRINKLER RECERTIFICATION & REPORT-FIRE STATION 91	\$7,225.76
		02/04/2019	100972	5 YEAR SPRINKLER RECERTIFICATION & REPORT-PUBLIC SAFETY BUILDING	
		02/04/2019	100966	5 YEAR SPRINKLER RECERTIFICATION & REPORT-FIRE STATION 2	
		02/04/2019	100941	CITY HALL-SPRINKLER RISER BUTTERFLY VALVES REPLACEMENT	
		02/04/2019	100971	5 YEAR SPRINKLER RECERT & HYDRANT WATER FLOW TEST-ANIMAL SHELTER	
		02/04/2019	100969	5 YEAR SPRINKLER RECERT. & HYDRANT WATER FLOW TEST-SENIOR CENTER	
		02/04/2019	100942	CITY HALL-SPRINKLER HEADS REPAIR	
		02/04/2019	100973	1 YEAR SPRINKLER RECERTIFICATION-CONFERENCE & REC. CENTER	
		02/04/2019	100968	1 YEAR SPRINKLER RECERTIFICATION-FIRE STATION 6	
		02/04/2019	100967	5 YEAR SPRINKLER RECERTIFICATIONS & REPORTS (3)-CITY YARD	
	02/04/2019	100768	FIRE EXTINGUISHER TESTING-MV MALL POLICE SUBSTATION/LIBRARY		
Remit to: SAN BERNARDINO, CA					FYTD: \$15,173.60
SAN DIEGO ICE COMPANY, INC.	24233	02/04/2019	00-8166790	65 TONS OF SNOW FOR SNOW DAY EVENT 12/8/18	\$9,750.00
Remit to: SAN DIEGO, CA					FYTD: \$9,750.00
SANAME, MILFORD	236180	02/25/2019	2000676.047	TOWNGATE COMM. CTR. RENTAL REFUND	\$200.00
Remit to: MORENO VALLEY, CA					FYTD: \$200.00
SANCHEZ, KATHLEEN	24401	02/25/2019	2/27 - 2/28/19	TRAVEL PER DIEM-CALPELRA LABOR RELATIONS ACADEMY	\$79.88
Remit to: RIVERSIDE, CA					FYTD: \$79.88

Attachment: February 2019 Payment Register (3369 : PAYMENT REGISTER - FEBRUARY 2019)



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<u>Vendor Name</u>	<u>Check/EFT Number</u>	<u>Payment Date</u>	<u>Inv Number</u>	<u>Invoice Description</u>	<u>Payment Amount</u>
SCHIEFELBEIN, LORI C.	24234	02/04/2019	012019	CONSULTANT SERVICES-ROTATIONAL TOW SERVICE PROGRAM-JAN19	\$480.00
Remit to: BULLHEAD CITY, AZ					FYTD: \$7,690.00
SECURITY LOCK & KEY	24385	02/25/2019	29496	CYLINDER CHANGE & NEW KEYS FOR MARCH ANNEX	\$151.22
		02/25/2019	29455	LOCK REPAIR & KEYS FOR MARCH ANNEX & RED MAPLE	
Remit to: RIVERSIDE, CA					FYTD: \$3,151.38
SMITH, ASHLEY	236181	02/25/2019	2000687.047	COTTONWOOD GOLF CTR. RENTAL REFUND	\$200.00
Remit to: MORENO VALLEY, CA					FYTD: \$200.00
SOFTWARE ONE, INC / FORMERLY COMPUCOM	24386	02/25/2019	US-PSI-762603	ADOBE ANNUAL LICENSING & SUPPORT (MISAC PRICING) 2/24/19-2/23/20	\$16,077.87
Remit to: WAUKESHA, WI					FYTD: \$26,695.26
SONIC SYSTEMS	236056	02/04/2019	BL#23299-YR2019	REFUND OF OVER-PAYMENT FOR BL#23299	\$23.21
Remit to: GARDEN GROVE, CA					FYTD: \$23.21
SOUTHERN CALIFORNIA EDISON	236036	02/04/2019	JAN-19 2/4/19	ELECTRICITY CHARGES	\$5,785.77
	236040	02/04/2019	01082019_SCE	ALESSANDRO BLVD/GRANT ST TRAFFIC SIGNALS	\$3,039.88
	236162	02/25/2019	JAN-19 2/25/19	ELECTRICITY CHARGES	\$17,294.45
Remit to: ROSEMEAD, CA					FYTD: \$2,220,859.22
SOUTHERN CALIFORNIA GAS CO.	236128	02/19/2019	JAN-2019	GAS CHARGES	\$13,490.77
Remit to: MONTEREY PARK, CA					FYTD: \$44,534.72
SOUTHERN PET SUPPLIES	24351	02/19/2019	9779	PET SUPPLIES-NYLON LEADS	\$60.10
Remit to: SAN DIEGO, CA					FYTD: \$2,456.85

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STANDARD INSURANCE CO	236091	02/11/2019	190201	EMPLOYEE SUPPLEMENTAL INSURANCE	\$1,230.70
Remit to: PORTLAND, OR					FYTD: \$9,602.03
STANLEY CONVERGENT SECURITY SOLUTIONS, INC	24352	02/19/2019	16001298	ALARM SYSTEM MONITORING-SENIOR CENTER/DEC 2018-FEB 2019	\$598.50
		02/19/2019	14445554	ALARM SYSTEM MONITORING-ANIMAL SHELTER PANIC BUTTON	
		02/19/2019	16005940	ALARM SYSTEM MONITORING-ANIMAL SHELTER/DEC 2018-FEB 2019	
Remit to: PALATINE, IL					FYTD: \$51,733.50
STATE BOARD OF EQUALIZATION 1	24259	02/01/2019	4TH QTR 2018	SALES & USE TAX REPORT FOR THE QUARTER ENDING 12/31/18	\$1,294.00
	24457	02/25/2019	013119	SALES & USE TAX REPORT FOR 1/1-1/31/19	\$4,320.00
Remit to: SACRAMENTO, CA					FYTD: \$78,868.00

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STATE OF CALIFORNIA DEPT. OF JUSTICE	236129	02/19/2019	329832 (HR2)	FINGERPRINTING SERVICES-HR/EMPLOYMENT/VOLUNTEERS RELATED-SEP18	\$32.00
	236130	02/19/2019	336243 (CANN)	FINGERPRINTING SERVICES-CANNABIS ORDINANCE RELATED-OCT18	\$518.00
		02/19/2019	336243 (PCS)	FINGERPRINTING SERVICES-P&CS INSTRUCTORS RELATED-OCT18	
		02/19/2019	336243 (BL)	FINGERPRINTING SERVICES-BUSINESS LICENSE RELATED-OCT18	
		02/19/2019	336243 (HR)	FINGERPRINTING SERVICES-HR/EMPLOYMENT/VOLUNTEERS RELATED-OCT18	
	236131	02/19/2019	342116 (CANN)	FINGERPRINTING SERVICES-CANNABIS ORDINANCE RELATED-NOV18	\$761.00
		02/19/2019	342116 (HR)	FINGERPRINTING SERVICES-HR/EMPLOYMENT/VOLUNTEERS RELATED-NOV18	
		02/19/2019	342116 (BL)	FINGERPRINTING SERVICES-BUSINESS LICENSE RELATED-NOV18	
		02/19/2019	342116 (PCS)	FINGERPRINTING SERVICES-P&CS COACHES/VOLUNTEERS RELATED-NOV18	
	236132	02/19/2019	347957 (CANN)	FINGERPRINTING SERVICES-CANNABIS ORDINANCE RELATED-DEC18	\$1,057.00
		02/19/2019	347957 (BL)	FINGERPRINTING SERVICES-BUSINESS LICENSE RELATED-DEC18	
		02/19/2019	347957 (HR)	FINGERPRINTING SERVICES-HR/EMPLOYMENT/VOLUNTEERS RELATED-DEC18	
	02/19/2019	347957 (PCS)	FINGERPRINTING SERVICES-P&CS COACHES/VOLUNTEERS RELATED-DEC18		
Remit to: SACRAMENTO, CA					FYTD: \$34,261.00
STENO SOLUTIONS TRANSCRIPTION SVCS., INC.	24387	02/25/2019	43185	TRANSCRIPTION SERVICES FOR PD-JAN19	\$711.72
Remit to: CORONA, CA					FYTD: \$10,592.83
STILES ANIMAL REMOVAL, INC.	236133	02/19/2019	108826	DECEASED LARGE ANIMAL REMOVAL SERVICES-JAN19	\$220.00
Remit to: GUASTI, CA					FYTD: \$3,070.00

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SUNNYMEAD ACE HARDWARE	236092	02/11/2019	80821	MISC. SUPPLIES FOR PD	\$86.12
		02/11/2019	79882	MISC. SUPPLIES FOR FIRE STATION	
Remit to: MORENO VALLEY, CA					<u>FYTD:</u> \$1,772.80
TAK ELECTRIC	236057	02/04/2019	BL#26183-YR2019	REFUND OF OVER-PAYMENT FOR BL#26183	\$25.00
Remit to: PERRIS, CA					<u>FYTD:</u> \$25.00
TENASKA ENERGY, INC	24389	02/25/2019	MOREN00007700005	RENEWABLE ENERGY-MV UTILITY	\$23,830.30
Remit to: ARLINGTON, TX					<u>FYTD:</u> \$3,895,546.88
THE ADVANTAGE GROUP/ FLEX ADVANTAGE	24391	02/25/2019	108751	FLEX AND COBRA ADMIN FEES-JAN 2019	\$1,374.25
Remit to: TEMECULA, CA					<u>FYTD:</u> \$360,092.50
THE ALTUM GROUP	24392	02/25/2019	4824	SOUTH LASSELLE STREET SAFETY CORRIDOR, CONSULTANT SERVICES	\$461.50
Remit to: PALM DESERT, CA					<u>FYTD:</u> \$10,460.19
THE FIBAR GROUP, LLC	24236	02/04/2019	0037871-IN	FIBAR FOR NEW PLAYGROUND-MARCH FIELD PARK	\$4,490.63
Remit to: ARMONK, NY					<u>FYTD:</u> \$4,490.63

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THE SOCO GROUP INC.	24353	02/19/2019	0612116-IN	FUEL FOR CITY VEHICLES & EQUIPMENT	\$18,557.53
		02/19/2019	0617844-IN	FUEL FOR CITY VEHICLES & EQUIPMENT	
		02/19/2019	0620212-IN	FUEL FOR CITY VEHICLES & EQUIPMENT	
		02/19/2019	0617354-IN	FUEL FOR CITY VEHICLES & EQUIPMENT	
		02/19/2019	0615904-IN	FUEL FOR CITY VEHICLES & EQUIPMENT	
		02/19/2019	0612935-IN	FUEL FOR CITY VEHICLES & EQUIPMENT	
		02/19/2019	0617925-IN	FUEL FOR CITY VEHICLES & EQUIPMENT	
		02/19/2019	0610683-IN	FUEL FOR CITY VEHICLES & EQUIPMENT	
	24393	02/19/2019	0614894-IN	FUEL FOR CITY VEHICLES & EQUIPMENT	\$21,910.31
		02/25/2019	0629379-IN	FUEL FOR CITY VEHICLES & EQUIPMENT	
		02/25/2019	0628232-IN	FUEL FOR CITY VEHICLES & EQUIPMENT	
		02/25/2019	0627237-IN	FUEL FOR CITY VEHICLES & EQUIPMENT	
		02/25/2019	0624648-IN	FUEL FOR CITY VEHICLES & EQUIPMENT	
		02/25/2019	0623329-IN	FUEL FOR CITY VEHICLES & EQUIPMENT	
		02/25/2019	0621682-IN	FUEL FOR CITY VEHICLES & EQUIPMENT	
		02/25/2019	0629947-IN	FUEL FOR CITY VEHICLES & EQUIPMENT	
		02/25/2019	0630889-IN	FUEL FOR CITY VEHICLES & EQUIPMENT	
		02/25/2019	0625608-IN	FUEL FOR CITY VEHICLES & EQUIPMENT	
		Remit to: ORANGE, CA			
THERMAL-COOL INC.	24303	02/11/2019	WO-0014323	HVAC UNIT MAINTENANCE-SUNNYMEAD PARK SNACK BAR	\$86.00
Remit to: RIVERSIDE, CA					<u>FYTD:</u> \$172.00
THOMPSON COBURN LLP	24354	02/19/2019	3340163	LEGAL SERVICES-MVU/RELIABILITY STANDARD COMPLIANCE-DEC18	\$38.04
Remit to: WASHINGTON, DC					<u>FYTD:</u> \$333.30

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TKE ENGINEERING INC	236038	02/04/2019	2018-878	ENGINEERING SERVICES FOR CIVIC CENTER PARK & AMPHITHEATER PROJ.	\$3,402.50
Remit to: RIVERSIDE, CA					FYTD: \$20,610.10
T-MOBILE USA	236037	02/04/2019	963145786 1/21	MOBILE INTERNET/DATA CHARGES-LIBRARY	\$771.47
Remit to: ST. LOUIS, MO					FYTD: \$7,768.58
TORRES, IVETTE	236058	02/04/2019	R19-131722	ANIMAL SERVICES REFUND-TRAP RENTAL DEPOSIT	\$50.00
Remit to: MORENO VALLEY, CA					FYTD: \$50.00
TOWILL, INC	24237	02/04/2019	Rev.10-1353	CITYWIDE SAFE ROUTE TO SCHOOL PED FACILITY IMPROVEMENT, CONSULTANT	\$4,487.42
Remit to: CONCORD, CA					FYTD: \$24,418.71
TOWNSEND PUBLIC AFFAIRS, INC.	24238	02/04/2019	14425	CONSULTING SERVICES-GRANT WRITING & FUNDING ADVOCACY-JAN 2019	\$5,000.00
Remit to: NEWPORT BEACH, CA					FYTD: \$40,000.00
TRICHE, TARA	24355	02/19/2019	FEB-2019	INSTRUCTOR SERVICES-DANCE CLASSES	\$1,525.20
Remit to: MORENO VALLEY, CA					FYTD: \$14,391.00
TRUENORTH STEEL, INC	236059	02/04/2019	BL#34593-YR2019	REFUND OF OVER-PAYMENT FOR BL#34593	\$149.19
Remit to: WEST FARGO, ND					FYTD: \$149.19
TUFF SHED INC	236060	02/04/2019	BFR19-0006	REFUND-CANCELLED BUILDING PERMIT-11271 SHOWDOWN	\$1,028.40
Remit to: ONTARIO, CA					FYTD: \$1,028.40
TYLER TECHNOLOGIES, INC.	24394	02/25/2019	045-244837	TYLER CASHIERING/PERSONNEL SUPPORT SERVICES	\$637.50
Remit to: PLANO, TX					FYTD: \$210,299.25

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UC REGENTS	236182	02/25/2019	FY1923	CONFERENCE EXHIBITOR AT 2019 SOLAR CONFERENCE	\$750.00
Remit to: RIVERSIDE, CA					FYTD: \$750.00
ULTRASERV AUTOMATED SERVICES, LLC	24240	02/04/2019	042486	COFFEE SERVICE SUPPLIES-CITY HALL/PUBLIC WORKS LOCATION	\$1,504.76
		02/04/2019	042357	COFFEE SERVICE SUPPLIES-ANIMAL SHELTER	
		02/04/2019	041659	COFFEE SERVICE SUPPLIES-CITY HALL/BREAK ROOM LOCATION	
		02/04/2019	042360	COFFEE SERVICE SUPPLIES-ANNEX 1	
		02/04/2019	042358	COFFEE SERVICE SUPPLIES-CONFERENCE & REC. CENTER	
		02/04/2019	042355	COFFEE SERVICE SUPPLIES-CITY HALL/BREAK ROOM LOCATION	
		02/04/2019	040954	COFFEE SERVICE SUPPLIES-CITY HALL/BREAK ROOM LOCATION	
		02/04/2019	041662	COFFEE SERVICE SUPPLIES-CITY YARD	
	24305	02/11/2019	044472	COFFEE SERVICE SUPPLIES-ANIMAL SHELTER	\$918.09
		02/11/2019	033028	COFFEE SERVICE SUPPLIES-CITY YARD	
		02/11/2019	033799	COFFEE SERVICE SUPPLIES-ANIMAL SHELTER	
		02/11/2019	025390	COFFEE SERVICE SUPPLIES-ANIMAL SHELTER	
		02/11/2019	040087	COFFEE SERVICE SUPPLIES-ANIMAL SHELTER	
		02/11/2019	044464	COFFEE SERVICE SUPPLIES-CITY HALL/BREAK ROOM LOCATION	
		02/11/2019	035891	COFFEE SERVICE SUPPLIES-ANIMAL SHELTER	
		02/11/2019	030157	COFFEE SERVICE SUPPLIES-CITY YARD	
	24395	02/25/2019	045471	COFFEE SERVICE SUPPLIES-CITY HALL/PUBLIC WORKS LOCATION	\$548.32
		02/25/2019	046457	COFFEE SERVICE SUPPLIES-ANNEX 1	
		02/25/2019	046451	COFFEE SERVICE SUPPLIES-CITY HALL/PUBLIC WORKS LOCATION	
		02/25/2019	044463	COFFEE SERVICE SUPPLIES-CITY HALL/PUBLIC WORKS LOCATION	
		02/25/2019	045465	COFFEE SERVICE SUPPLIES-CITY YARD	
Remit to: COSTA MESA, CA					FYTD: \$11,925.30

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UNDERGROUND SERVICE ALERT	24396	02/25/2019	120190457 (c)	DIGALERT TICKETS SUBSCRIPTION SERVICE-JAN19	\$190.65
		02/25/2019	120190457 (a)	DIGALERT TICKETS SUBSCRIPTION SERVICE-JAN19	
		02/25/2019	120190457 (d)	DIGALERT TICKETS SUBSCRIPTION SERVICE-JAN19	
	236064	02/04/2019	1220180456 (d)	DIGALERT TICKETS SUBSCRIPTION SERVICE-DEC18	\$282.25
		02/04/2019	1220180456 (b)	DIGALERT TICKETS SUBSCRIPTION SERVICE-DEC18	
		02/04/2019	1220180456 (a)	DIGALERT TICKETS SUBSCRIPTION SERVICE-DEC18	
		02/04/2019	1220180456 (c)	DIGALERT TICKETS SUBSCRIPTION SERVICE-DEC18	
Remit to: CORONA, CA					FYTD: \$3,461.75
UNION BANK OF CALIFORNIA 1	236163	02/25/2019	1137102	INVESTMENT CUSTODIAL SERVICES-JAN19	\$394.67
Remit to: LOS ANGELES, CA					FYTD: \$2,969.36
UNITED POWER GENERATION, INC.	24241	02/04/2019	4776	EMERGENCY GENERATOR TRANSFER SWITCH REPAIR-CITY HALL	\$9,764.15
	24356	02/19/2019	4777	GENERATOR REPAIRS-CITY HALL	\$1,404.68
Remit to: RIVERSIDE, CA					FYTD: \$26,884.15
UNITED ROTARY BRUSH CORP	24357	02/19/2019	307624	STREET SWEEPER BRUSHES & ACCESSORIES	\$2,151.57
		02/19/2019	307732	STREET SWEEPER BRUSHES & ACCESSORIES	
		02/19/2019	307522	STREET SWEEPER BRUSHES & ACCESSORIES	
	24397	02/25/2019	307833	STREET SWEEPER BRUSHES & ACCESSORIES	\$672.11
Remit to: KANSAS CITY, MO					FYTD: \$26,580.68
UNITED SITE SERVICES OF CA, INC.	24242	02/04/2019	114-7950086	FENCE RENTAL AT ANIMAL SHELTER 1/17-2/13/19	\$106.40
Remit to: PHOENIX, AZ					FYTD: \$957.60
UNIVAR USA, INC	236134	02/19/2019	RV621361	FERTILIZER/AG CHEMICALS FOR PARKS/CFD #1	\$1,380.93
Remit to: LOS ANGELES, CA					FYTD: \$2,863.58

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URIARTE, DIANA	236183	02/25/2019	R18-129442	ANIMAL SERVICES REFUND-SPAY/NEUTER AND RABIES DEPOSITS	\$95.00
Remit to: MORENO VALLEY, CA					FYTD: \$95.00
VACATE TERMITE & PEST ELIMINATION COMPANY	24306	02/11/2019	86380	PEST CONTROL SERVICE-FIRE STATION 65	\$1,095.00
		02/11/2019	86807	PEST CONTROL SERVICE-ANNEX 1	
		02/11/2019	86811	PEST CONTROL SERVICE-MARCH FIELD PARK COMMUNITY CENTER	
		02/11/2019	86797	PEST CONTROL SERVICE-EOC	
		02/11/2019	86796	PEST CONTROL SERVICE-CONFERENCE & REC. CENTER	
		02/11/2019	86802	PEST CONTROL SERVICE-PUBLIC SAFETY BUILDING	
		02/11/2019	86812	PEST CONTROL SERVICE-TRANSPORTATION TRAILER	
		02/11/2019	86379	PEST CONTROL SERVICE-FIRE STATION 48	
		02/11/2019	86805	PEST CONTROL SERVICE-FIRE STATION 58 (SECOND SERVICE)	
		02/11/2019	86809	PEST CONTROL SERVICE-ANIMAL SHELTER	
		02/11/2019	86384	PEST CONTROL SERVICE-FIRE STATION 6	
		02/11/2019	86385	PEST CONTROL SERVICE-LIBRARY	
		02/11/2019	86386	PEST CONTROL SERVICE-UTILITY FIELD OFFICE	
		02/11/2019	86388	PEST CONTROL SERVICE-FIRE STATION 58	
		02/11/2019	86794	PEST CONTROL SERVICE-CITY YARD SANTIAGO OFFICE	
		02/11/2019	86390	PEST CONTROL SERVICE-FIRE STATION 2	
		02/11/2019	86391	PEST CONTROL SERVICE-FIRE STATION 91	
		02/11/2019	86793	PEST CONTROL SERVICE-CITY YARD	
		02/11/2019	86795	PEST CONTROL SERVICE-COTTONWOOD GOLF CENTER	
		02/11/2019	86389	PEST CONTROL SERVICE-SENIOR CENTER	
		02/11/2019	86382	PEST CONTROL SERVICE-TOWNGATE COMMUNITY CENTER	
		02/11/2019	86381	PEST CONTROL SERVICE-FIRE STATION 99	
Remit to: MORENO VALLEY, CA					FYTD: \$13,967.50

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VARIABLE SPEEDS SOLUTIONS INC	24398	02/25/2019	18163 -R3	IRRIGATION PUMP REPAIR LABOR-SD LMD ZONE 06 (REVISED INVOICE)	\$1,050.00
		02/25/2019	18280 -R3	IRRIGATION PUMP REPAIR LABOR-SD LMD ZONE 06 (REVISED INVOICE)	
Remit to: HUNTINGTON BEACH, CA					FYTD: \$11,380.00
VASQUEZ, MARIA	236061	02/04/2019	R19-131468	ANIMAL SERVICES REFUND-RETURN ADOPTION FEES	\$155.00
Remit to: PERRIS, CA					FYTD: \$155.00
VISION SERVICE PLAN	24307	02/11/2019	190201	EMPLOYEE VISION INSURANCE	\$3,807.14
Remit to: SAN FRANCISCO, CA					FYTD: \$33,041.54
VIVINT SOLAR DEVELOPER LLC	236184	02/25/2019	BFR18-0205	REFUND CANCELLED BUILDING PERMIT 23850 ROWE DR	\$140.56
Remit to: LEHI, UT					FYTD: \$5,420.24
VOICES FOR CHILDREN	236039	02/04/2019	1 / JUL-18	CDBG SUBGRANTEE PAYMENT-COURT APPTD. SPECIAL ADVOCATE PROGRAM	\$9,706.50
		02/04/2019	2 / AUG-18	CDBG SUBGRANTEE PAYMENT-COURT APPTD. SPECIAL ADVOCATE PROGRAM	
		02/04/2019	3 / SEP-18	CDBG SUBGRANTEE PAYMENT-COURT APPTD. SPECIAL ADVOCATE PROGRAM	
		02/04/2019	4 / OCT-18	CDBG SUBGRANTEE PAYMENT-COURT APPTD. SPECIAL ADVOCATE PROGRAM	
		02/04/2019	5 / NOV-18	CDBG SUBGRANTEE PAYMENT-COURT APPTD. SPECIAL ADVOCATE PROGRAM	
Remit to: RIVERSIDE, CA					FYTD: \$34,706.50
VOYAGER FLEET SYSTEM, INC.	24399	02/25/2019	869211615904	CNG FUEL PURCHASES	\$6,221.70
Remit to: HOUSTON, TX					FYTD: \$63,492.78

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VULCAN MATERIALS CO, INC.	24400	02/25/2019	72097518	ASPHALTIC MATERIALS	\$1,938.78
		02/25/2019	72102062	ASPHALTIC MATERIALS	
		02/25/2019	72102063	ASPHALTIC MATERIALS	
		02/25/2019	72099548	ASPHALTIC MATERIALS	
		02/25/2019	72099549	ASPHALTIC MATERIALS	
		02/25/2019	72072898	ASPHALTIC MATERIALS	
		02/25/2019	72072897	ASPHALTIC MATERIALS	
		02/25/2019	72061718	ASPHALTIC MATERIALS	
		02/25/2019	72064176	ASPHALTIC MATERIALS	
02/25/2019	72095995	ASPHALTIC MATERIALS			
Remit to: LOS ANGELES, CA					<u>FYTD:</u> \$15,407.75
WELLS FARGO CORPORATE TRUST	24308	02/11/2019	1639246	TRUSTEE SERVICES - 2015 LRB	\$5,000.00
Remit to: MINNEAPOLIS, MN					<u>FYTD:</u> \$5,721,162.33
WESTCOAST LOCK & SAFE DBA KEN'S LOCK & KEY	236093	02/11/2019	116009	GUN SAFE & ATM DRILLING SERVICES FOR PD	\$1,700.00
Remit to: RIVERSIDE, CA					<u>FYTD:</u> \$1,700.00
WESTCORE MARCH AIR, LLC	236062	02/04/2019	BL#29221-YR2019	REFUND OF OVER-PAYMENT FOR BL#29221	\$65.00
Remit to: SAN DIEGO, CA					<u>FYTD:</u> \$65.00

Attachment: February 2019 Payment Register (3369 : PAYMENT REGISTER - FEBRUARY 2019)



**City of Moreno Valley
Payment Register
For Period 2/1/2019 through 2/28/2019**

CHECKS UNDER \$25,000

<u>Vendor Name</u>	<u>Check/EFT Number</u>	<u>Payment Date</u>	<u>Inv Number</u>	<u>Invoice Description</u>	<u>Payment Amount</u>
WESTERN MUNICIPAL WATER DISTRICT	236135	02/19/2019	23866-018292/JA9	WATER CHARGES-SKATE PARK	\$1,668.22
		02/19/2019	23821-018258/JA9	WATER CHARGES-MARCH FIELD PARK COMMUNITY CTR.-BLDG. 938	
		02/19/2019	24753-018620/JA9	WATER CHARGES-M.A.R.B. BALLFIELDS	
		02/19/2019	23821-018257/JA9	WATER CHARGES-MARCH FIELD PARK COMMUNITY CTR. LANDSCAPE	
Remit to: ARTESIA, CA					FYTD: \$30,358.46
WINN RESIDENTIAL	236063	02/04/2019	BL#33049-YR2019	REFUND OF OVER-PAYMENT FOR BL#33049	\$1,231.78
Remit to: FRESNO, CA					FYTD: \$1,231.78
XEROX CAPITAL SERVICES, LLC	24245	02/04/2019	095639336	COLOR COPIER EQUIPMENT LEASE-DEC18-PARKS	\$1,536.24
		02/04/2019	095688173	COLOR COPIER LEASE/BILLABLE PRINTS-DEC18-PARKS	
	24359	02/19/2019	095946055	COLOR COPIER EQUIPMENT LEASE-JAN19-GRAPHICS	\$2,309.24
		02/19/2019	095946056	COLOR COPIER LEASE/BILLABLE PRINTS-JAN19-PARKS	
		02/19/2019	095946057	COLOR COPIER EQUIPMENT LEASE-JAN19-PARKS	
		02/19/2019	095946054	COPIER LEASE/BILLABLE PRINTS-JAN19-GRAPHICS	
Remit to: PASADENA, CA					FYTD: \$24,147.26
XEROX FINANCIAL SERVICES LLC	24309	02/11/2019	1487164	EDD COLOR COPIER LEASE 1/15-2/14/19	\$782.80
Remit to: DALLAS, TX					FYTD: \$6,699.68
TOTAL CHECKS UNDER \$25,000					\$836,066.96
GRAND TOTAL					\$12,127,104.36

Attachment: February 2019 Payment Register (3369 : PAYMENT REGISTER - FEBRUARY 2019)



Report to City Council

TO: Mayor and City Council

FROM: Marshall Eyerman, Chief Financial Officer

AGENDA DATE: April 16, 2019

TITLE: ADOPT RESOLUTION AUTHORIZING AMENDMENT NO. 6 TO THE LOAN AGREEMENT BETWEEN THE CITY OF MORENO VALLEY AND THE POLICE FACILITIES DEVELOPMENT IMPACT FUND

RECOMMENDED ACTION

Recommendation:

1. Adopt a Resolution of the City Council of the City of Moreno Valley, California, authorizing Amendment No. 6 to the loan agreement between the City of Moreno Valley and the Police Facility Development Impact Fee fund.

SUMMARY

Staff recommends that the City Council adopt the proposed resolution approving Amendment No. 6 to the interfund loan agreement between the General Fund and the Police Facilities Development Impact Fee Fund (Police DIF) for \$4,400,000.

Due to the timing of development impact revenues, the Police Facility DIF is currently reporting a cash balance which will require a loan from the General Fund to comply with Generally Accepted Accounting Principles. These loans will be updated annually until such time as the revenues received by the Development Impact Fee funds are sufficient to extinguish the loan balances.

DISCUSSION

The City Council has approved the levy of a fee to mitigate the impacts of new development on various public facilities pursuant to the California Mitigation Fee Act. These fees are collected and recorded in separate funds pending the allocation of available funds for capital projects or to pay debt service on public facilities or improvements that were constructed from bond proceeds.

The following paragraphs discuss the use of funds or commitment of funds for debt service in order to construct facilities or purchase land for future expansion through either the selling of bonds or short-term loans from the General Fund. At the time of the authorization of the transactions, it was anticipated that the development impact fee program would provide the levels of revenue required to repay the loans or meet the annual debt service payments. In 2008 with the beginning of the recent recession, the City experienced a significant decline in new development which resulted in the decline in development impact fee revenues. The development impact fee accounts have been forced to utilize available cash balance to continue to meet the annual debt service requirements or loan repayment. In the case with this fund, the debt service or repayment requirements have depleted their cash balance to zero and will require a loan from the General Fund until they have enough revenues to repay the loans or are able to meet the annual debt service requirements. Generally Accepted Accounting Principles (GAAP) require that cash balances cannot be in a negative position at year-end and in the past, a short-term loan from the General Fund was utilized to meet this requirement. The original loan was adopted in 2013 and amendments to that loan have been made in the subsequent years. The table below provides a brief recap of the history of this load agreement and the related amendments.

Development Impact Fee Fund Loan Agreement and Amendment History				
	PD DIF	Rec Center DIF	Shelter DIF	Arterial Streets DIF
Original Loan Agreement (Resolution 2013-59)	\$3,000,000	\$145,000	\$175,000	\$0
Amendment # 1 (Resolution 2014-45)	\$500,000	-\$35,000	-\$13,000	\$360,000
Amendment # 2 (Resolution 2015-38)	\$0	-\$50,000	-\$15,000	-\$360,000
Amendment # 3 (Resolution 2016-33)	\$585,000	-\$60,000	-\$10,000	\$0
Amendment # 4 (Resolution 2017-28)	\$205,500	\$0	-\$37,000	\$0
Amendment # 5 (Resolution 2018-21)	\$465,500	0	-\$47,000	
Amendment 6	-\$356,000	0	-\$53,000	0
Current Loan Amount	\$4,400,000	\$0	\$0	\$0

The following table shows the activity for the current fiscal year and the ending loan balances to be recorded. If approved, these entries will be recorded for June 30, 2019 and then the funds will be re-evaluated in June 2020.

Fund	Loan Balance 6/30/18	Repayment	Loan Increase	Loan Balance 6/30/19
Police Facilities DIF	\$4,756,000	\$356,000	\$0	\$4,400,000
Animal Shelter DIF	\$53,000	\$53,000	\$0	\$0

- *Police Facility Development Impact Fees: From \$4,756,000 to \$4,400,000*

In June 2005, the City issued the 2005 Lease Revenue Bonds in the amount of \$48.2 million. Included in the approved projects for the bonds were various projects which were to be repaid through the utilization of Development Impact Fees that were to be collected from developers in future years. These projects included the expansion of the Public Safety Building, the construction of the Emergency Operations Center (EOC) building, Fire Station 58 and various arterial street projects. The bond documents called for the repayment of this bond over the following 30 years with the final payment occurring in November 2035. In 2013 and 2014 these initial bonds were refinanced to reduce the overall debt service payment. Although the bonds are secured by the General Fund, the revenue stream from development impact fees for Arterial Streets, Police Facility and Fire Facilities was pledged to meet these annual debt service requirements associated to each of the funds. The payment of existing debt service has been identified as the first priority from the development fee funds. The annual debt service requirement attributable to the Police Facility DIF is approximately \$639,000 annually until 2022 and then steps down to \$580,000 per year until FY 2036. Reflecting the close of FY 2017/18 an activities during FY 2018/19, the Police Facilities DIF fund is expected to reduce the loan by \$356,000 while also funding the debt service payment of \$639,000.

ALTERNATIVES

1. Adopt proposed resolution approving the Amendment No. 6 to the Loan Agreement approved in the resolution approving a loan from the General Fund to the Police Facility Development Impact Fee fund (\$4,400,000). *Staff recommends this alternative because this authorizes the recordation of the revised loan amounts to address current cash balances in these funds and allows the City to remain in compliance with Generally Accepted Accounting Principles.*
2. Do not adopt proposed resolution approving the Amendment No. 6 to the Loan Agreement and provide staff with other direction. *Staff does not recommend this alternative because it will not address the current cash balances in these funds and the City's financial statements may not comply with Generally Accepted Accounting Principles.*

FISCAL IMPACT

The total loan balance amount of \$4,400,000 from the General Fund will continue to be designated as non-spendable until repaid. As Development Impact Fee revenues related to the Police Facility Development Impact Fee accounts are received, they will be applied to continue to reduce the outstanding loan amounts for these funds.

NOTIFICATION

Publication of the agenda

PREPARATION OF STAFF REPORT

Prepared By:
Brooke McKinney
Treasury Operations Division Manager

Department Head Approval:
Marshall Eyerman
Chief Financial Officer/City Treasurer

CITY COUNCIL GOALS

None

CITY COUNCIL STRATEGIC PRIORITIES

- 1. Economic Development
- 2. Public Safety
- 3. Library
- 4. Infrastructure
- 5. Beautification, Community Engagement, and Quality of Life
- 6. Youth Programs

ATTACHMENTS

- 1. Resolution 2019-XXXX_City Council (PD_AS)
- 2. Exhibit A_to_Reso 2019-XX

APPROVALS

Budget Officer Approval	<u>✓ Approved</u>	3/27/19 6:21 PM
City Attorney Approval	<u>✓ Approved</u>	4/10/19 3:45 PM
City Manager Approval	<u>✓ Approved</u>	4/11/19 1:02 PM

RESOLUTION NO. 2019-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MORENO VALLEY, CALIFORNIA, AUTHORIZING AN AMENDMENT NO. 6 TO THE LOAN AGREEMENT BETWEEN THE CITY OF MORENO VALLEY AND THE POLICE FACILITY DEVELOPMENT IMPACT FEE FUND.

WHEREAS, the City Council levies a fee for the mitigation of the impacts of new development on the City's Police Facilities and related facilities pursuant to the California Mitigation Fee Act (California Government Code Section 6600 et seq.); and

WHEREAS, the City has made disbursement from these funds that have resulted in negative cash balances in the Police Facility Development Impact Fee Fund (approximately \$4,400,000); and

WHEREAS, the City has a need to resolve the negative cash balances in these accounts; and

WHEREAS, on June 25, 2013 the City Council approved Resolution 2013-59 authorizing the original Loan Agreement between the General Fund and the Recreation Center DIF (\$145,000) and the Police Facility DIF (\$3,000,000) and the Animal Shelter DIF (\$175,000); and

WHEREAS, on June 10, 2014 the City Council approved Resolution 2014-45 authorizing Amendment No. 1 to the original Loan Agreement between the General Fund and the Recreation Center DIF (decreased to \$110,000) the Police Facility DIF (increased to \$3,500,000) and the Animal Shelter DIF (decreased to \$162,000); and

WHEREAS, on June 9, 2015 the City Council approved Resolution 2015-38 authorizing Amendment No. 2 to the original Loan Agreement between the General Fund and the Recreation Center DIF (decreased to \$60,000) the Police Facility DIF (remained at \$3,500,000) and the Animal Shelter DIF (decreased to \$147,000); and

WHEREAS, on June 7, 2016 the City Council approved Resolution 2016-33 authorizing Amendment No. 3 to the original Loan Agreement between the General Fund and the Recreation Center DIF (decreased to \$0) the Police Facility DIF (increased to \$4,085,000) and the Animal Shelter DIF (decreased to \$137,000); and

WHEREAS, on May 16, 2017 the City Council approved Resolution 2017-28 authorizing Amendment No. 4 to the original Loan Agreement between the General Fund and the Police Facility DIF (increased to \$4,290,500) and the Animal Shelter DIF (decreased to \$100,000); and

WHEREAS, on April 17, 2018 the City Council approved Resolution 2018-21 authorizing Amendment No. 5 to the original Loan Agreement between the General Fund and the Police Facility DIF (increased to \$4,756,000) and the Animal Shelter DIF (decreased to \$53,000); and

WHEREAS, the City desires to loan funds from the General Fund to the Police Facilities Development Impact Fee Fund (\$4,400,000) in amounts sufficient to cover the negative cash balances; and

WHEREAS, the City desires to fully repay the General Fund for the loan of funds to the Animal Shelter DIF (\$53,000); and

WHEREAS, the City anticipates receiving future Police Facilities Development Impact Fees to repay these loans to the General Fund

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

BE IT RESOLVED that the Loan Agreement-Amendment No. 6 included as Exhibit A is hereby approved, authorizing the Loan Agreement from the General Fund and continuing the funding of the loans to the Police Facility DIF (\$4,400,000).

APPROVED AND ADOPTED this 16th day of April, 2019.

Mayor of the City of Moreno Valley

ATTEST:

City Clerk

APPROVED AS TO FORM:

City Attorney

2
Resolution No. 2019-
Date Adopted: April 16, 2019

Attachment: Resolution 2019-XXXX City Council (PD_AS) [Revision 1] (3474 : ADOPT RESOLUTION AUTHORIZING AMENDMENT NO. 6 TO

RESOLUTION JURAT

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF MORENO VALLEY)

I, Pat Jacquez-Nares, City Clerk of the City of Moreno Valley, California, do hereby certify that Resolution No. 2019- was duly and regularly adopted by the City Council of the City of Moreno Valley at a regular meeting thereof held on the 16th day of April, 2019 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

(Council Members, Mayor Pro Tem and Mayor)

CITY CLERK

(SEAL)

3
Resolution No. 2019-
Date Adopted: April 16, 2019

Attachment: Resolution 2019-XXXX City Council (PD_AS) [Revision 1] (3474 : ADOPT RESOLUTION AUTHORIZING AMENDMENT NO. 6 TO

LOAN AGREEMENT
AMENDMENT NO. 6

The City of Moreno Valley is authorizing this AMENDMENT TO THE LOAN AGREEMENT (“Amendment 6”) as an interfund loan entered into as of the sixteenth day of April 2019, authorizing the transfer of funds by and between the CITY OF MORENO VALLEY GENERAL FUND (herein the “General Fund”) and the CITY OF MORENO VALLEY POLICE FACILITY DEVELOPMENT IMPACT FEE FUND (herein the “Police Facility DIF”).

RECITALS

- A. Pursuant to the provision of the California Mitigation Fee Act (California Government Code Section 66000 et seq.), the City Council of the City of Moreno Valley has approved the levy of a Police Facility Development Impact Fee to collect fees to mitigate the impact of new development on the City’s Police facilities.
- B. The City has negative cash balances in the Police Facility DIF.
- C. These cash balances are the result of the construction of facilities.
- D. The Police Facility DIF continues to receive revenues related to new development projects within the City.
- E. The City desires to loan the Police Facility DIF funds in an amount sufficient to offset the negative cash balances related to these funds.

AGREEMENT

- 1. The City has applied cash collected during Fiscal Year 2018/19 by the both the Police Facilities DIF (\$356,000) and the Animal Shelter DIF (\$53,000) towards the repayment of the outstanding loans.

Fund	Loan Balance 6/30/2018	Loan Repayment	Increase to Loan Amount	Loan Balance 6/30/2019
Police Facility DIF	\$4,756,000	\$356,000	\$0	\$4,400,000
Animal Shelter DIF	\$53,000	\$53,000	\$0	\$0

- 2. City staff is directed to make necessary appropriation adjustments to effectuate this loan.

4
Resolution No. 2019-
Date Adopted: April 16, 2019

Attachment: Exhibit A_to_Reso 2019-XX [Revision 1] (3474 : ADOPT RESOLUTION AUTHORIZING AMENDMENT NO. 6 TO THE LOAN

- 3. City staff is directed to appropriately record this loan in the City's General Ledger system and subsequent financial reports, as necessary.
- 4. This loan is considered to be non-interest bearing.
- 5. The funds will be repaid by June 30, 2020.
- 6. If the funds are not repaid on or before June 30, 2020 in full, the City Council will reconsider this matter.

IN WITNESS WHEREOF, the parties have executed the Amendment 6 as of the date first above written.

CITY OF MORENO VALLEY

By:

 Thomas M. DeSantis
 City Manager

ATTEST:

 Pat Jacquez-Nares
 City Clerk

APPROVED AS TO FORM:

 City Attorney,



Report to City Council

TO: Mayor and City Council

FROM: Marshall Eyerman, Chief Financial Officer

AGENDA DATE: April 16, 2019

TITLE: AUTHORIZE THE AWARD OF THE CONSTRUCTION CONTRACT TO PACIFIC UTILITY INSTALLATION, INC. FOR THE INDIAN STREET AND BAY AVENUE LINE EXTENSION IMPROVEMENTS, PROJECT NOS. 805 0051 AND 805 0052

RECOMMENDED ACTION

Recommendations:

1. Award the construction contract to Pacific Utility Installation, Inc. 1585 Harmony Circle, Anaheim, CA 92807, the lowest responsible bidder, for the Indian Street and Bay Avenue Line Extension Projects.
2. Authorize the City Manager to execute a contract with Pacific Utility Installation, Inc.
3. Authorize the issuance of a Purchase Order to Pacific Utility Installation, Inc. for the amount of \$221,166 (\$192,318 bid amount plus 15% contingency) when the contract has been signed by all parties.
4. Authorize the Chief Financial Officer/City Treasurer to execute any subsequent related minor change orders to the contract with Pacific Utility Installation, Inc. up to, but not exceeding, the 15% contingency amount of \$28,848, subject to the approval of the City Attorney.

SUMMARY

This report recommends approval of a contract with Pacific Utility Installation, Inc. to construct the Indian Street and Bay Avenue Line Extension projects.

Both projects are funded with Moreno Valley Utility's fund balance and has been

approved in the FY 2017/2018 & 2018/2019 Adopted Capital Improvement Plan.

DISCUSSION

As Moreno Valley Utility continues to grow and expand its service, several capital improvement projects are necessary to accommodate increasing demands for electricity as well as provide system redundancy and reliability.

The Indian Street Line Extension project will install additional electrical backbone cable along Cardinal Avenue to Heacock Street. It will also continue north along Heacock Street from Cardinal Avenue to approximately 830' north to existing facilities. This will allow for additional load to the Indian Interconnect. The electrical plans call for the installation of cable along with related electrical facilities within Cardinal Avenue and Heacock Street.

The Bay Avenue Line Extension project will install new electrical backbone along Bay Avenue from Bethany Road to Oliver Street. This backbone installation will provide a loop feed for the residential tract that was installed in Bay Avenue. The electrical plans call for the installation of conduit and cable along with related electrical facilities within Bay Avenue from Bethany Road to Oliver Street.

The Notice Inviting Bids for the project was advertised in the Press Enterprise. Formal bidding procedures were followed in conformance with Public Contract Code. Four bids were received as follows:

<u>Contractors</u>	<u>Verified Bid Amounts</u>
1. Pacific Utility Installation, Inc.....\$192,318
2. Hot Line Construction, Inc.....\$224,164
3. Henkels & McCoy.....\$239,616
4. Western Construction Specialists, Inc.....\$293,720

ALTERNATIVES

1. Approve and authorize the recommended actions as presented in this staff report. *This alternative will provide for the ultimate, timely construction of the Indian Street and Bay Avenue Line Extension projects.*

2. Do not approve and authorize the recommended actions as presented in this staff report. *This alternative will result in delaying the timely construction of this project and will prevent Moreno Valley Utility from providing electrical service to forthcoming development in the south industrial area and redundancy in residential zoned areas near Moreno Beach Drive and Oliver Street.*

FISCAL IMPACT

These projects are included in the Fiscal Year 2017/2018 & 2018/2019 Adopted Capital Improvement Plan Budget. They will be financed by use of Moreno Valley Utility's fund

balance.

Description	Fund	GL Account No.	Type Rev/Exp	FY 17/18-18/19 Budget	Proposed Adjustment	FY 17/18-18/19 Amended Budget
MVU Restricted Assets	6011	GL-6011-30-80-80005-720199 PN-805 0051 6011 99	Exp	\$355,750	\$0	\$355,750
MVU Restricted Assets	6011	GL-6011-30-80-80005-720199 PN-805 0052 6011 99	Exp	\$320,000	\$0	\$320,000

FISCAL YEAR 2017/2018 – 2018/2019 PROJECT BUDGET:

MVU Restricted Fund

GL Account No. 6011-30-80-80005-720199
 Project No. 805 0051 6011 99 (Indian Street Line Extension)\$355,750

MVU Restricted Fund

GL Account No. 6011-30-80-80005-720199
 Project No. 805 0052 6011 99 (Bay Avenue Line Extension)\$320,000

Total.....\$675,750

ESTIMATED PROJECT COSTS:

Environmental..... \$20,000
 Design..... \$80,000
 Construction Costs (includes 15% contingency)..... \$221,166
 Consultant Work Authorization..... \$100,000
 Project Administration and Inspection..... \$125,000
 Geotechnical Services..... \$100,000

Total..... \$646,166

NOTIFICATION

A Notice Inviting Bid was advertised in the Press Enterprise. The project was placed on PlanetBids for 35 days, from January 31, 2019 to March 7, 2019. A Pre-Bid Conference was held on February 12, 2019. In total, one Addendum was issued in response to questions from prospective bidders.

PREPARATION OF STAFF REPORT

Prepared By:
 Clement Jimenez
 Senior Engineer, P.E.

Department Head Approval:
 Marshall Eyerman
 Chief Financial Officer/City Treasurer

Concurred By:
 Jeannette Olko
 Electric Utility Division Manager

CITY COUNCIL GOALS

Public Facilities and Capital Projects. Ensure that needed public facilities, roadway improvements, and other infrastructure improvements are constructed and maintained.

CITY COUNCIL STRATEGIC PRIORITIES

- 1. Economic Development
- 2. Public Safety
- 3. Library
- 4. Infrastructure
- 5. Beautification, Community Engagement, and Quality of Life
- 6. Youth Programs

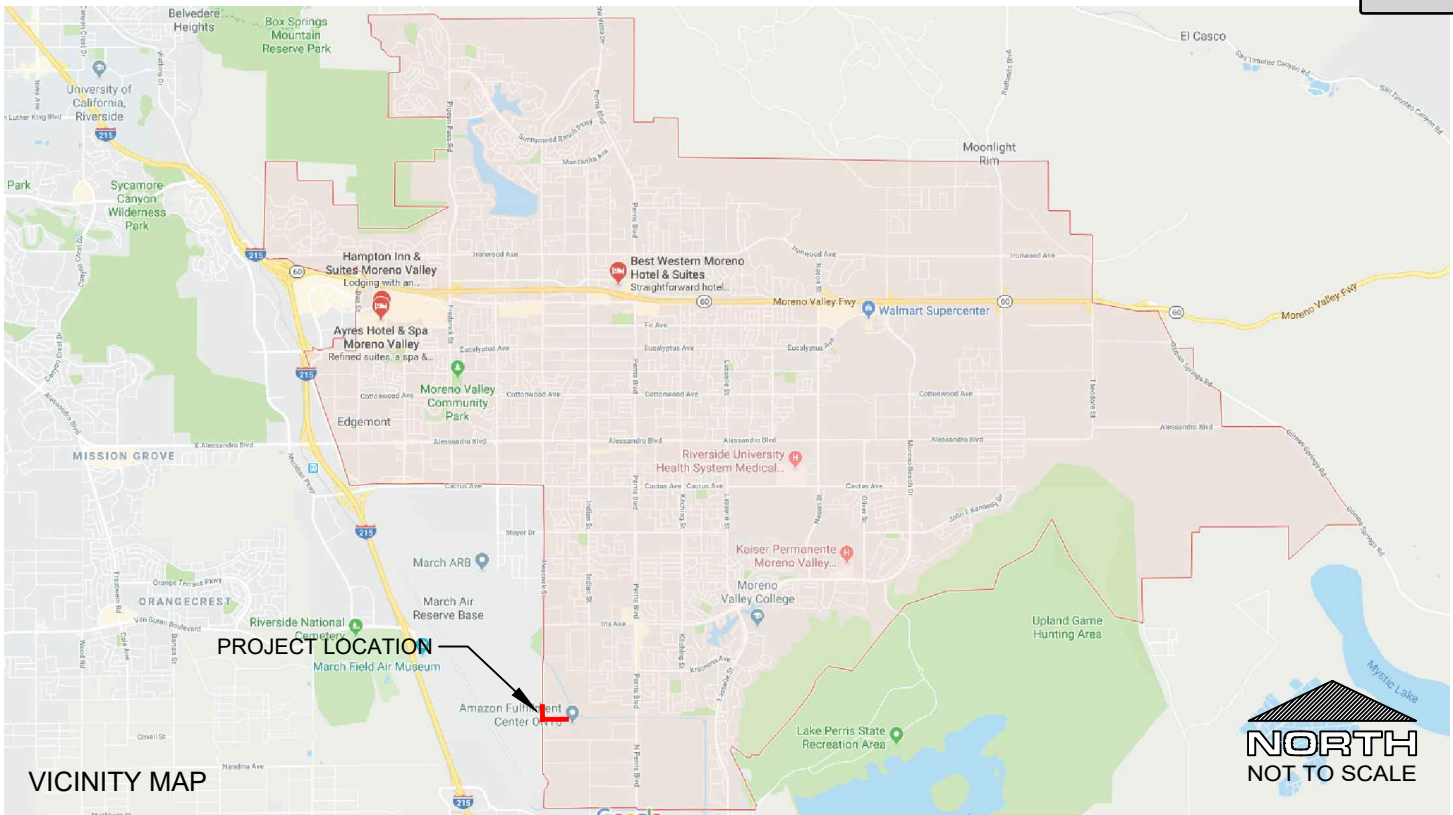
Objective 4.1: Develop a Moreno Valley Utility Strategic Plan to prepare for the 2020 expiration of the ENCO Utility Systems agreement.

ATTACHMENTS

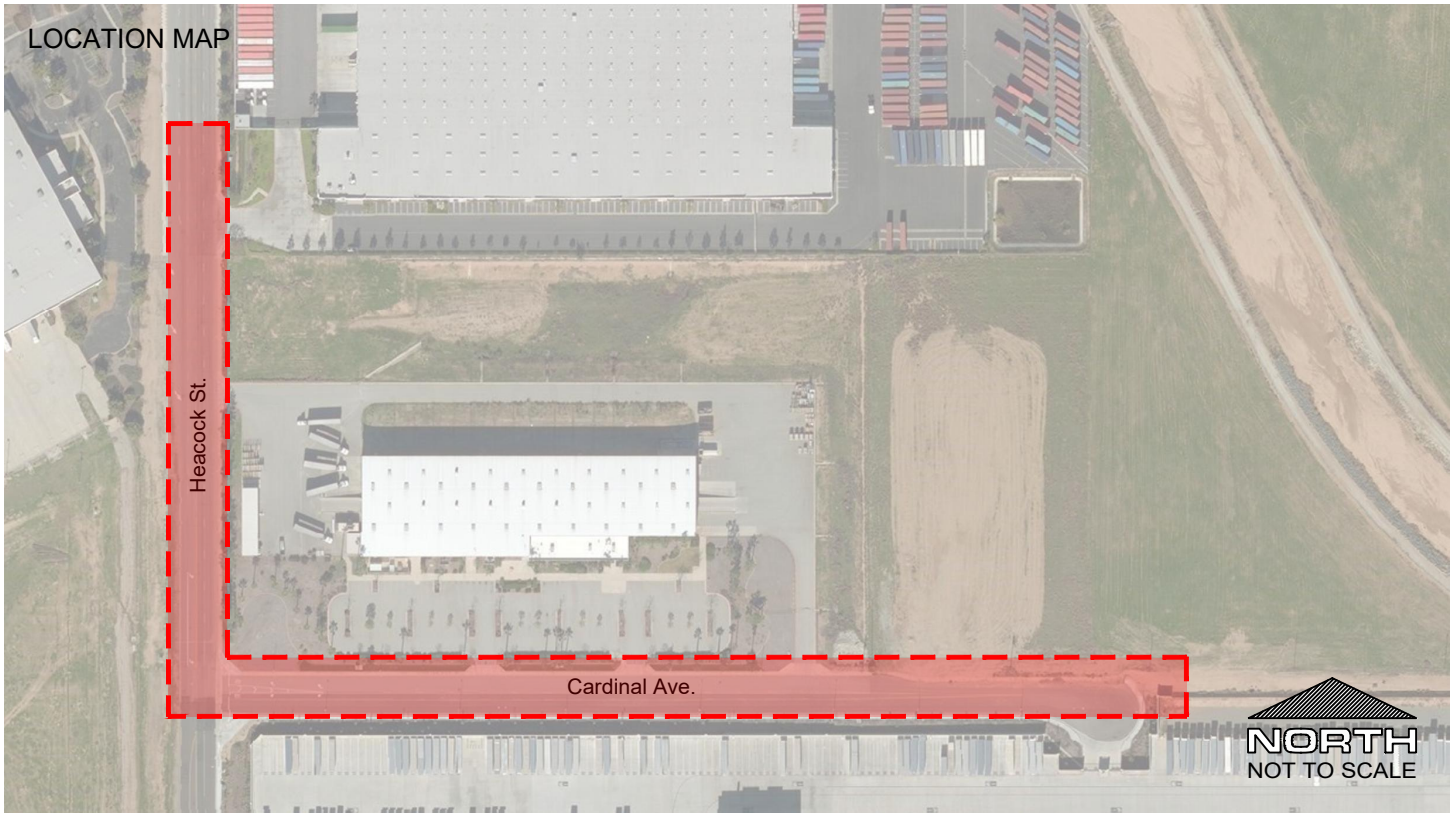
- 1. Location Map Indian 12kV Line Extension
- 2. Location Map Bay Avenue Line Extension
- 3. Agreement

APPROVALS

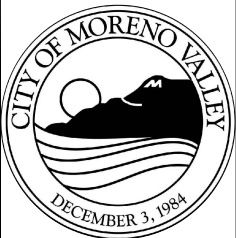
Budget Officer Approval	<u>✓ Approved</u>	3/22/19 5:02 PM
City Attorney Approval	<u>✓ Approved</u>	4/10/19 3:54 PM
City Manager Approval	<u>✓ Approved</u>	4/11/19 1:58 PM



VICINITY MAP



LOCATION MAP



Financial & Management
Services Department
Electric Utility Division

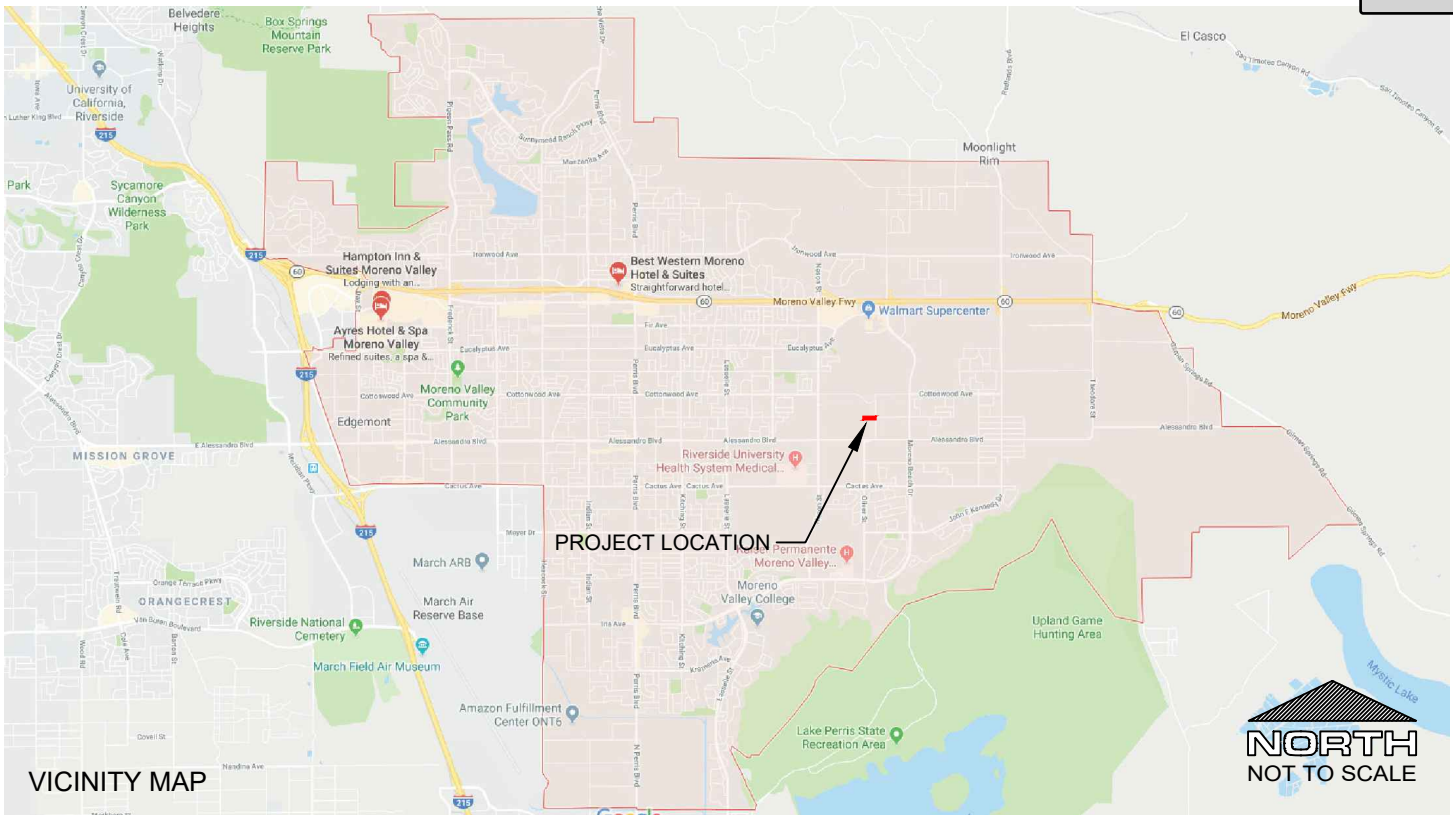
APPENDIX "A"

LOCATION MAP

INDIAN 12KV LINE EXTENSION

PROJECT No. 805 0051

Attachment: Location Map Indian 12KV Line Extension (3492) : AUTHORIZE THE AWARD OF THE CONSTRUCTION CONTRACT TO PACIFIC



LOCATION MAP



Financial & Management
Services Department
Electric Utility Division

APPENDIX "A"

BAY AVENUE LINE EXTENSION

PROJECT No. 805 0052

Attachment: Location Map Bay Avenue Line Extension (3492 : AUTHORIZE THE AWARD OF THE CONSTRUCTION CONTRACT TO PACIFIC

AGREEMENT

**PROJECT NO. 805 0051
INDIAN 12KV LINE EXTENSION
Cable and Related Electrical Infrastructure
Cardinal Avenue and Heacock Street**

**PROJECT NO. 805 0052
BAY AVENUE LINE EXTENSION
Conduit, Cable, and Related Electrical Infrastructure
Bay Avenue between Bethany Road and Oliver Street**

THIS Agreement, effective as of the date signed by the City of Moreno Valley by and between the City of Moreno Valley, a municipal corporation, County of Riverside, State of California, hereinafter called the "City" and Pacific Utility Installation, Inc., hereinafter called the "Contractor."

That the City and the Contractor for the consideration hereinafter named, agree as follows:

1. CONTRACT DOCUMENTS. The Contract Documents consist of the following, which are incorporated herein by this reference:

- A. Governmental approvals, including, but not limited to, permits required for the Work
- B. Any and all Contract Change Orders issued after execution of this Agreement
- C. This Agreement
- D. Addenda No. 1 inclusive, issued prior to the opening of the Bids
- E. City Special Provisions, including the General Provisions and Technical Provisions
- F. Standard Specifications for Public Works Construction ("Greenbook") – latest edition in effect at the Bid Deadline, as modified by the City Special Provisions
- G. Project Plans
- H. City Standard Plans
- I. The bound Bidding Documents
- J. Contractor's Certificates of Insurance and Additional Insured Endorsements
- K. Contractor's Bidder's Proposal and Subcontractor Listing

In the event of conflict between any of the Contract Documents, the provisions placing a more stringent requirement on the Contractor shall prevail. The Contractor shall provide the better quality or greater quantity of Work and/or materials unless otherwise directed by City in writing. In the event none of the Contract Documents place a more stringent requirement or greater burden on the Contractor, the controlling provision shall be that which is found in the document with higher precedence in accordance with the above order of precedence.

2. REFERENCE DOCUMENTS. The following Reference Documents are not considered Contract Documents and are made available to the Contractor for informational purposes:

- A. Environmental Notice of Exemption

3. SCOPE OF WORK. The Contractor shall perform and provide all materials, tools, equipment, labor, and services necessary to complete the Work described in the Contract Documents, except as otherwise provided in the Plans, Standard Specifications, or City Special Provisions to be the responsibility of others.

4. PAYMENT.

4.1. **Contract Price and Basis for Payment.** In consideration for the Contractor's full, complete, timely, and faithful performance of the Work required by the Contract Documents, the City shall pay Contractor for the actual quantity of Work required under the Bid Items awarded by the City performed in accordance with the lump sum prices and unit prices for Bid Items and Alternate Bid Items, if any, set forth the Bidder's Proposal submitted with the Bid. The sum of the unit prices and lump sum prices for the Base Bid Items, awarded by the City is One Hundred Ninety Two Thousand Three Hundred Eighteen Dollars (\$192,318) ("Contract Price"). It is understood and agreed that the quantities set forth in the Bidder's Proposal for which unit prices are fixed are estimates only and that City will pay and Contractor will accept, as full payment for these items of work, the unit prices set forth in the Bidder's Proposal multiplied by the actual number of units performed, constructed, or completed as directed by the City Engineer.

4.2. **Payment Procedures.** Based upon applications for payment submitted by the Contractor to the City, the City shall make payments to the Contractor in accordance with Article 9 of the Standard Specifications, as modified by Article 9 of the City Special Provisions.

5. CONTRACT TIME.

A. **Initial Notice to Proceed.** After the Agreement has been fully executed by the Contractor and the City, the City shall issue the "Notice to Proceed to Fulfill Preconstruction Requirements and Notice to Proceed with Order of Materials." The date specified in the Notice to Proceed to Fulfill Preconstruction Requirements and Notice to Proceed with Order of Materials constitutes the date of commencement of the Contract Time of **Eighty (80) Working Days**. The Contract Time includes the time necessary to fulfill preconstruction requirements, place the order of materials, and to complete construction of the Project (except as adjusted by subsequent Change Orders).

The Notice to Proceed to Fulfill Preconstruction Requirements and Notice to Proceed with Order of Materials shall further specify that Contractor must complete the preconstruction requirements and order materials within **Twenty (20) Working Days** after the date of commencement of the Contract Time; this duration is part of the Contract Time.

Critical preconstruction requirements include, but are not limited to, the following:

- Submitting and obtaining approval of critical required submittals
- Installation of the approved Project Identification Signs
- Obtaining an approved no fee Encroachment Permit
- Notifying all agencies, utilities, residents, etc., as outlined in the Bidding Documents

If the City's issuance of a Notice to Proceed to Fulfill Preconstruction Requirements and Notice to Proceed with Order of Materials is delayed due to Contractor's failure to return the fully executed Agreement and insurance and bond documents within ten (10) Working Days after Contract award, then Contractor agrees to the deduction of one (1) Working Day from the number of days to complete the Project for every Working Day of delay in the City's receipt of said documents. This right is in addition to and does not affect the City's right to demand forfeiture of Contractor's Bid Security if Contractor persistently delays in providing the required documentation.

B. Notice to Proceed with Construction. After all preconstruction requirements are met and materials have been ordered in accordance with the Notice to Proceed to Fulfill Preconstruction Requirements and Notice to Proceed with Order of Materials, the City shall issue the "Notice to Proceed with Construction," at which time the Contractor shall diligently prosecute the Work, including corrective items of Work, day to day thereafter, within the remaining Contract Time.

6. LIQUIDATED DAMAGES AND CONTROL OF WORK.

6.1. **Liquidated Damages.** The Contractor and City (collectively, the "Parties") have agreed to liquidate damages with respect to Contractor's failure to order all materials in accordance with the Notice to Proceed with Order of Materials and/or, failure to fulfill the preconstruction requirements, and/or failure to complete the Work within the Contract Time. The Parties intend for the liquidated damages set forth herein to apply to this Contract as set forth in Government Code Section 53069.85. Contractor acknowledges and agrees that the liquidated damages are intended to compensate the City solely for Contractor's failure to meet the deadline for completion of the Work and will not excuse Contractor from liability from any other breach, including any failure of the Work to conform to the requirements of the Contract Documents.

In the event that Contractor fails to order all materials in accordance with the Notice to Proceed with Order of Materials and/or fails to fulfill the preconstruction requirements and/or fails to complete the Work within the Contract Time, Contractor agrees to pay the City **\$500.00 per Calendar day** that completion of the Work is delayed beyond the Contract Time, as adjusted by Contract Change Orders. The Contractor will not be assessed liquidated damages for delays occasioned by the failure of the City or of the owner of a utility to provide for the removal or relocation of utility facilities.

The Contractor and City acknowledge and agree that the foregoing liquidated damages have been set based on an evaluation of damages that the City will incur in the event of late completion of the Work. The Contractor and City acknowledge and agree that the amount of such damages are impossible to ascertain as of the date of execution hereof and have agreed to such liquidated damages to fix the City's damages and to avoid later disputes. It is understood and agreed by Contractor that liquidated damages payable pursuant to this Agreement are not a penalty and that such amounts are not manifestly unreasonable under the circumstances existing as of the date of execution of this Agreement.

It is further mutually agreed that the City will have the right to deduct liquidated damages against progress payments or retainage and that the City will issue a Change Order or Construction Change Directive and reduce the Contract Price accordingly. In the event the remaining unpaid Contract Price is insufficient to cover the full amount of liquidated damages, Contractor shall pay the difference to the City.

6.2. Any work completed by the Contractor after the issuance of a Stop Work Notice by the City shall be rejected and/or removed and replaced as specified in Section 2-11 of the Special Provisions.

6.3. **Owner is Exempt from Liability for Early Completion Delay Damages.** While the Contractor may schedule completion of all of the Work, or portions thereof, earlier than the Contract Time, the Owner is exempt from liability for and the Contractor will not be entitled to an adjustment of the Contract Sum or to any additional costs, damages, including, but not limited to, claims for extended general conditions costs, home office overhead, jobsite overhead, and management or administrative costs, or compensation whatsoever, for use of float time or for Contractor's inability to complete the Work earlier than the Contract Time for any reason whatsoever, including but not

limited to, delay cause by Owner or other Excusable Compensable Delay. See Section 6-6 of the Standard Specifications and City Special Provisions regarding compensation for delays.

7. INSURANCE.

7.1. **General.** The Contractor shall procure and maintain at its sole expense and throughout the term of this Agreement, any extension thereof, Commercial General Liability, Automobile Liability, and Workers' Compensation Insurance with such coverage limits as described herein.

7.2. **Additional Insured Endorsements.** The Contractor shall cause the insurance required by the Contract Document to include the City of Moreno Valley, the City Council and each member thereof, the Moreno Valley Housing Authority (MVHA), and the Moreno Valley Community Services District (CSD), and their respective officials, employees, commission members, officers, directors, agents, employees, volunteers and representatives as an additional insureds. For the Commercial General Liability coverage, said parties shall be named as additional insureds utilizing either:

1. Insurance Services Office ("ISO") Additional Insured endorsement CG 20 10 (11/85); or
2. ISO Additional Insured endorsement CG 20 10 (10/01) and Additional Insured Completed Operations endorsement CG 20 37 (10/01); or
3. substitute endorsements providing equivalent coverage, approved by the City.

The endorsements shall be signed by a person authorized by the insurer to bind coverage on its behalf. The coverage shall contain no special limitations on the scope of protection afforded to such additional insureds. Coverage for such additional insureds does not extend to liability to the extent prohibited by Insurance Code Section 11580.4.

7.3. **Waivers of Subrogation.** All policies of insurance required by the Contract Documents shall include or be endorsed to provide a waiver by the insurers of any rights of recovery or subrogation that the insurers may have at any time against the City of Moreno Valley, the City Council and each member thereof, the Moreno Valley Housing Authority (MVHA), and the Moreno Valley Community Services District (CSD), and their respective officials, employees, commission members, officers, directors, agents, employees, volunteers and representatives.

7.4. **Primary Coverage.** All policies and endorsements shall stipulate that the Contractor's (and the Subcontractors') insurance coverage shall be primary insurance as respects the City of Moreno Valley, the City Council and each member thereof, the Moreno Valley Housing Authority (MVHA), and the Moreno Valley Community Services District (CSD), and their respective officials, employees, commission members, officers, directors, agents, employees, volunteers and representatives, and shall be excess of the Contractor's (and its Subcontractors') insurance and shall not contribute with it.

7.5. **Coverage Applies Separately to Each Insured and Additional Insured.** Coverage shall state that the Contractor's (and its Subcontractors') insurance shall apply separately to each insured or additional insured against whom claim is made or suit is brought, except with respect to

the limits of the insurer's liability. Coverage shall apply to any claim or suit brought by an additional insured against a named insured or other insured.

7.6. **Self-Insurance.** Any self-insurance (including deductibles or self-insured retention in excess of \$50,000) in lieu of liability insurance must be declared by Contractor and approved by the City in writing prior to execution of the Agreement. The City's approval of self-insurance, if any, is within the City's sole discretion and is subject to the following conditions:

1. Contractor must, at all times during the term of the Agreement and for a period of at least **one (1)** year after completion of the Project, and any extension of the one-year correction guarantee period in accordance with Section 6-8.1 of the City Special Provisions, maintain and upon Owner's reasonable request provide evidence of:
 - (a) Contractor's "net worth" (defined as "total assets" [defined as all items of value owned by the Contractor including tangible items such as cash, land, personal property and equipment and intangible items such as copyrights and business goodwill]) minus total outside liabilities must be reflected in a financial statement for the prior fiscal year reflecting sufficient income and budget for Contractor to afford at least one loss in an amount equal to the amount of self-insurance;
 - (b) financial statements showing that Contractor has funds set aside/budgeted to finance the self-insured fund (i.e., Contractor has a program that fulfills functions that a primary insurer would fill; and
 - (c) a claims procedure that identifies how a claim is supposed to be tendered to reach the financing provided by the self-insured fund.
2. If at any time after such self-insurance has been approved Contractor fails to meet the financial thresholds or otherwise fails to comply with the provisions set forth in this Paragraph 7, at the option of the City:
 - (a) the Contractor shall immediately obtain and thereafter maintain the third party insurance required under this Paragraph 7 and otherwise on the terms required above; or
 - (b) the insurer shall reduce or eliminate such deductibles or self-insured retention as respects the City, its officers, officials, employees and volunteers; or
 - (c) the Contractor shall procure a bond guaranteeing payment of losses and related investigation, claim administration, and defense expenses.

7.7. **Insurer Financial Rating.** Insurance companies providing insurance hereunder shall be rated A-VII or better in Best's Insurance Rating Guide and shall be legally licensed and qualified to conduct insurance business in the State of California.

7.8. **Notices to City of Cancellation or Changes.** Each insurance policy described in this Paragraph 7 shall contain a provision or be endorsed to state that coverage will not be cancelled

without **thirty (30) days'** prior written notice by certified or registered mail to the City (this obligation may be satisfied in the alternative by requiring such notice to be provided by Contractor's insurance broker and set forth on its Certificate of Insurance provided to the City), except that cancellation for non-payment of premium shall require (10) days prior written notice by certified or registered mail. If an insurance carrier cancels any policy or elects not to renew any policy required to be maintained by Contractor pursuant to the Contract Documents, Contractor agrees to give written notice to the City at the address indicated on the first page of the Agreement. Contractor agrees to provide the same notice of cancellation and non-renewal to the City that is required by such policy(ies) to be provided to the First Named Insured under such policy(ies). Contractor shall provide confirmation that the required policies have been renewed not less than seven (7) days prior to the expiration of existing coverages and shall deliver renewal or replacement policies, certificates and endorsements to the City Clerk within fourteen (14) days of the expiration of existing coverages. Contractor agrees that upon receipt of any notice of cancellation or alteration of the policies, Contractor shall procure within five (5) days, other policies of insurance similar in all respects to the policy or policies to be cancelled or altered. Contractor shall furnish to the City Clerk copies of any endorsements that are subsequently issued amending coverage or limits within fourteen (14) days of the amendment.

7.9. **Commercial General Liability.** Coverage shall be written on an ISO Commercial General Liability "occurrence" form CG 00 01 (10/01 or later edition) or equivalent form approved by the City for coverage on an occurrence basis. The insurance shall cover liability, including, but not limited to, that arising from premises operations, stop gap liability, independent contractors, products-completed operations, personal injury, advertising injury, and liability assumed under an insured contract. The policy shall be endorsed to provide the Aggregate Per Project Endorsement ISO form CG 25 03 (11/85). Coverage shall contain no contractors' limitation or other endorsement limiting the scope of coverage for liability arising from pollution, explosion, collapse, or underground (x, c, u) property damage. Contractor shall provide Products/Completed Operations coverage to be maintained continuously for a minimum of **one (1) year** after Final Acceptance of the Work, and any extension of the one-year correction guarantee period in accordance with Section 6-8.1 of the City Special Provisions.

Contractor shall maintain Commercial General Liability insurance with the following minimum limits: \$1,000,000 per occurrence / \$2,000,000 aggregate / \$2,000,000 products-completed operations.

7.10. **Business Automobile Liability.** Coverage shall be written on ISO form CA 00 01 (12/93 or later edition) or a substitute form providing equivalent coverage for owned, hired, leased and non-owned vehicles, whether scheduled or not, with \$1,000,000 combined single limit per accident for bodily injury and property damage. If necessary, the policy shall be endorsed to provide contractual liability coverage.

7.11. **Workers' Compensation.** Contractor shall comply with the applicable sections of the California Labor Code concerning workers' compensation for injuries on the job. Compliance is accomplished in one of the following manners:

1. Provide copy of permissive self-insurance certificate approved by the State of California; or
2. Secure and maintain in force a policy of workers' compensation insurance with statutory limits and Employer's Liability Insurance with a minimal limit of **\$1,000,000** per accident; or
3. Provide a "waiver" form certifying that no employees subject to the Labor Code's Workers' Compensation provision will be used in performance of this Contract.

7.12. **Subcontractors' Insurance.** The Contractor shall include all Subcontractors as insureds under its policies or shall furnish separate certificates and endorsements for each Subcontractor. All coverages for Subcontractors shall be subject to all of the requirements stated herein.

8. **BONDS.** The Contractor shall furnish a satisfactory Performance Bond meeting all statutory requirements of the State of California on the form provided by the City. The bond shall be furnished as a guarantee of the faithful performance of the requirements of the Contract Documents as may be amended from time to time, including, but not limited to, liability for delays and damages (both direct and consequential) to the City and the City's Separate Contractors and consultants, warranties, guarantees, and indemnity obligations, in an amount that shall remain equal to one hundred percent (100%) of the Contract Price.

The Contractor shall furnish a satisfactory Labor and Materials Payment Bond meeting all statutory requirements of the State of California on the form provided by the City in an amount that shall remain equal to one hundred percent (100%) of the Contract Price to secure payment of all claims, demands, stop notices, or charges of the State of California, of material suppliers, mechanics, or laborers employed by the Contractor or by any Subcontractor, or any person, firm, or entity eligible to file a stop notice with respect to the Work.

All bonds shall be executed by a California-admitted surety insurer. Bonds issued by a California-admitted surety insurer listed on the latest version of the U.S Department of Treasury Circular 570 shall be deemed accepted unless specifically rejected by the City. Bonds issued by sureties not listed in Treasury Circular 570 must be accompanied by all documents enumerated in California Code of Civil Procedure Section 995.660(a). The bonds shall bear the same date as the Contract. The attorney-in-fact who executes the required bonds on behalf of the surety shall affix thereto a certified and current copy of the power of attorney. In the event of changes that increase the Contract Price, the amount of each bond shall be deemed to increase and at all times remain equal to the Contract Price. The signatures shall be acknowledged by a notary public. Every bond must display the surety's bond number and incorporate the Contract for construction of the Work by reference. The terms of the bonds shall provide that the surety agrees that no change, extension of time, alteration, or modification of the Contract Documents or the Work to be performed thereunder shall in any way affect its obligations and shall waive notice of any such change, extension of time, alteration, or modification of the Contract Documents. The surety further agrees that it is obligated under the bonds to any successor, grantee, or assignee of the City.

Upon the request of any person or entity appearing to be a potential beneficiary of bonds covering payment of obligations arising under the Contract, the Contractor shall promptly furnish a copy of the bonds or shall authorize a copy to be furnished.

Should any bond become insufficient, or should any of the sureties, in the opinion of the City, become non-responsible or unacceptable, the Contractor shall, within ten (10) Calendar Days after receiving notice from the City, provide written documentation to the Satisfaction of the City that Contractor has secured new or additional sureties for the bonds; otherwise the Contractor shall be in default of the Contract. No further payments shall be deemed due or will be made under Contract until a new surety(ies) qualifies and is accepted by the City.

Contractor agrees that the Labor and Materials Payment Bond and Faithful Performance Bond attached to this Agreement are for reference purposes only, and shall not be considered a part of this Agreement. Contractor further agrees that said bonds are separate obligations of the

Contractor and its surety, and that any attorney's fee provision contained in any payment bond or performance bond shall not apply to this Agreement. In the event there is any litigation between the parties arising from the breach of this Agreement, each party will bear its own attorneys' fees in the litigation.

9. RECORDS. The Contractor and its Subcontractors shall maintain and keep books, payrolls, invoices of materials, and Project records current, and shall record all transactions pertaining to the Contract in accordance with generally acceptable accounting principles. Said books and records shall be made available to the City of Moreno Valley, Riverside County, the State of California, the Federal Government, and to any authorized representative thereof for purposes of audit and inspection at all reasonable times and places. All such books, payrolls, invoices of materials, and records shall be retained for at least three (3) years after Final Acceptance.

10. INDEMNIFICATION.

10.1. **General.** To the fullest extent permitted by law, the Contractor assumes liability for and agrees, at the Contractor's sole cost and expense, to promptly and fully indemnify, protect, hold harmless and defend (even if the allegations are false, fraudulent, or groundless), the City of Moreno Valley, its City Council, the Moreno Valley Housing Authority (MVHA), and the Moreno Valley Community Services District (CSD), and all of their respective officials, officers, directors, employees, commission members, representatives and agents ("Indemnitees"), from and against any and all claims, allegations, actions, suits, arbitrations, administrative proceedings, regulatory proceedings, or other legal proceeds, causes of action, demands, costs, judgments, liens, stop notices, penalties, liabilities, damages, losses, anticipated losses of revenues, and expenses (including, but not limited to, any fees of accountants, attorneys, experts or other professionals, or investigation expenses), or losses of any kind or nature whatsoever, whether actual, threatened or alleged, arising out of, resulting from, or in any way (either directly or indirectly), related to the Work, the Project or any breach of the Contract by Contractor or any of its officers, agents, employees, Subcontractors, Sub-subcontractors, or any person performing any of the Work, pursuant to a direct or indirect contract with the Contractor ("Indemnity Claims"). Such Indemnity Claims include, but are not limited to, claims for:

- A. Any activity on or use of the City's premises or facilities;
- B. Any liability incurred due to Contractor acting outside the scope of its authority pursuant to the Contract, whether or not caused in part by an Indemnified Party;
- C. The failure of Contractor or the Work to comply with any Applicable Law, permit or orders;
- D. Any misrepresentation, misstatement or omission with respect to any statement made in the Contract Documents or any document furnished by the Contractor in connection therewith;
- E. Any breach of any duty, obligation or requirement under the Contract Documents, including, but not limited to any breach of Contractor's warranties, representations or agreements set forth in the Contract Documents;
- F. Any failure to coordinate the Work with City's Separate Contractors;
- G. Any failure to provide notice to any party as required under the Contract Documents;
- H. Any failure to act in such a manner as to protect the Project from loss, cost, expense or liability;

- I. Bodily or personal injury, emotional injury, sickness or disease, or death at any time to any persons including without limitation employees of Contractor;
- J. Damage or injury to real property or personal property, equipment and materials (including, but without limitation, property under the care and custody of the Contractor or the City) sustained by any person or persons (including, but not limited to, companies, corporations, utility company or property owner, Contractor and its employees or agents, and members of the general public);
- K. Any liability imposed by Applicable Law including, but not limited to criminal or civil fines or penalties;
- L. Any dangerous, hazardous, unsafe or defective condition of, in or on the Site, of any nature whatsoever, which may exist by reason of any act, omission, neglect, or any use or occupation of the Site by Contractor, its officers, agents, employees, or Subcontractors;
- M. Any operation conducted upon or any use or occupation of the Site by Contractor, its officers, agents, employees, or Subcontractors under or pursuant to the provisions of the Contract or otherwise;
- N. Any acts, errors, omission or negligence of Contractor, its officers, agents, employees, or Subcontractors;
- O. Infringement of any patent rights, licenses, copyrights or intellectual property which may be brought against the Contractor or Owner arising out of Contractor's Work, for which the Contractor is responsible; and
- P. Any and all claims against the City seeking compensation for labor performed or materials used or furnished to be used in the Work or alleged to have been furnished on the Project, including all incidental or consequential damages resulting to the City from such claims.

10.2. **Effect of Indemnitees' Active Negligence.** Contractor's obligations to indemnify and hold the Indemnitees harmless exclude only such portion of any Indemnity Claim which is attributable to the active negligence or willful misconduct of the Indemnitee, provided such active negligence or willful misconduct is determined by agreement of the parties or by findings of a court of competent jurisdiction. In instances where an Indemnitee's active negligence accounts for only a percentage of the liability for the Indemnity Claim involved, the obligation of Contractor will be for that entire percentage of liability for the Indemnity Claim not attributable to the active negligence or willful misconduct of the Indemnitee(s). Such obligation shall not be construed to negate, abridge or otherwise reduce any other right or obligation of indemnity which would otherwise exist as to any party or person described in this Paragraph 10. Subject to the limits set forth herein, the Contractor, at its own expense, shall satisfy any resulting judgment that may be rendered against any Indemnitee resulting from an Indemnity Claim. The Indemnitees shall be consulted with regard to any proposed settlement.

10.3. **Independent Defense Obligation.** The duty of the Contractor to indemnify and hold harmless the Indemnitees includes the separate and independent duty to defend the Indemnitees, which duty arises immediately upon receipt by Contractor of the tender of any Indemnity Claim from an Indemnitee. The Contractor's obligation to defend the Indemnitee(s) shall be at Contractor's sole expense, and not be excused because of the Contractor's inability to evaluate liability or because the Contractor evaluates liability and determines that the Contractor is not liable. This duty to defend shall apply whether or not an Indemnity Claim has merit or is meritless, or which involves claims or allegations that any or all of the Indemnitees were actively, passively, or concurrently negligent, or which otherwise asserts that the Indemnitees are responsible, in whole or in part, for any Indemnity Claim. The Contractor shall respond within thirty (30) Calendar Days to the tender of

any Indemnity Claim for defense and/or indemnity by an Indemnitee, unless the Indemnitee agrees in writing to an extension of this time. The defense provided to the Indemnitees by Contractor shall be by well qualified, adequately insured and experienced legal counsel acceptable to the City.

10.4. Intent of Parties Regarding Scope of Indemnity. It is the intent of the parties that the Contractor and its Subcontractors of all tiers shall provide the Indemnitees with the broadest defense and indemnity permitted by Applicable Law. In the event that any of the defense, indemnity or hold harmless provisions in the Contract Documents are found to be ambiguous, or in conflict with one another, it is the parties' intent that the broadest and most expansive interpretation in favor of providing defense and/or indemnity to the Indemnitees be given effect.

10.5. Waiver of Indemnity Rights Against Indemnitees. With respect to third party claims against the Contractor, to the fullest extent permitted by law, the Contractor waives any and all rights to any type of express or implied indemnity against the Indemnitees.

10.6. Subcontractor Requirements. In addition to the requirements set forth hereinabove, Contractor shall ensure, by written subcontract agreement, that each of Contractor's Subcontractors of every tier shall protect, defend, indemnify and hold harmless the Indemnitees with respect to Indemnity Claims arising out of, in connection with, or in any way related to each such Subcontractors' Work on the Project in the same manner in which Contractor is required to protect, defend, indemnify and hold the Indemnitees harmless. In the event Contractor fails to obtain such defense and indemnity obligations from others as required herein, Contractor agrees to be fully responsible to the Indemnitees according to the terms of this Paragraph 10.

10.7. No Limitation or Waiver of Rights. Contractor's obligations under this Paragraph 10 are in addition to any other rights or remedies which the Indemnitees may have under the law or under the Contract Documents. Contractor's indemnification and defense obligations set forth in this Paragraph 10 are separate and independent from the insurance provisions set forth in the Contract Documents, and do not limit, in any way, the applicability, scope, or obligations set forth in such insurance provisions. The purchase of insurance by the Contractor with respect to the obligations required herein shall in no event be construed as fulfillment or discharge of such obligations. In any and all claims against the Indemnitees by any employee of the Contractor, any Subcontractor, any supplier of the Contractor or Subcontractors, anyone directly or indirectly employed by any of them, or anyone for whose acts any of them may be liable, the obligations under this Paragraph 10 shall not be limited in any way by any limitation on the amount or type of damages, compensation or benefits payable by or for the Contractor or any Subcontractor or any supplier of either of them, under workers' or workmen's compensation acts, disability benefit acts or other employee benefit acts. Failure of the City to monitor compliance with these requirements imposes no additional obligations on the City and will in no way act as a waiver of any rights hereunder.

10.8. Withholding to Secure Obligations. In the event an Indemnity Claim arises prior to final payment to Contractor, the City may, in its sole discretion, reserve, retain or apply any monies due Contractor for the purpose of resolving such Indemnity Claims; provided, however, the City may release such funds if the Contractor provides the City with reasonable assurances of protection of the Indemnitees' interests. The City shall, in its sole discretion, determine whether such assurances are reasonable.

10.9. Survival of Indemnity Obligations. Contractor's obligations under this Paragraph 10 are binding on Contractor's and its Subcontractors' successors, heirs and assigns and shall survive the completion of the Work or termination of the Contractor's performance of the Work.

11. SUCCESSORS AND ASSIGNS. The Parties bind themselves, their heirs, executors, administrators, successors and assigns the covenants, agreements and obligations contained in the Contract Documents. The Contractor shall not, either voluntarily or by action of law, assign any right or obligation of the Contractor under the Contract Documents without prior written consent of the City.

(SIGNATURE PAGE FOLLOWS)

Bidding Document #2019-003

CITY OF MORENO VALLEY
Project Nos. 805 0051 & 805 0052

CITY OF MORENO VALLEY, Municipal Corporation

Pacific Utility Installation, Inc.

BY: _____
Thomas M. DeSantis, City Manager

License No./
Classification: _____

DATE: _____

Expiration Date: _____

Federal I.D. No.: _____

<u>INTERNAL USE ONLY</u>	
APPROVED AS TO LEGAL FORM:	

City Attorney	

Date	
RECOMMENDED FOR APPROVAL:	

Chief Financial Officer / City Treasurer	

Date	

PRINT NAME: _____

SIGNATURE: _____

TITLE: _____

DATE: _____

PRINT NAME: _____

SIGNATURE: _____

TITLE: _____

DATE: _____

SIGNING INSTRUCTIONS TO THE CONTRACTOR:

Signature(s) must be accompanied by a completed notary certificate of acknowledgement attached hereto. A general partner must sign on behalf of a partnership. **Two (2)** corporate officers must sign on behalf of a corporation unless the corporation has a corporate resolution that allows one person to sign on behalf of the corporation; if applicable, said resolution must be attached hereto. The corporate seal may be affixed hereto.

Attachment: Agreement (3492 : AUTHORIZE THE AWARD OF THE CONSTRUCTION CONTRACT TO PACIFIC UTILITY INSTALLATION, INC. FOR



Report to City Council

TO: Mayor and City Council

FROM: Marshall Eyerman, Chief Financial Officer

AGENDA DATE: April 16, 2019

TITLE: EXECUTE QUITCLAIM EASEMENT DEED FOR ELECTRIC PUBLIC UTILITY PURPOSES

RECOMMENDED ACTION

Recommendations:

1. Authorize the Mayor to execute the Quitclaim Easement Deed.
2. Direct the City Clerk to forward the signed Quitclaim Easement Deed to the County Recorder's Office for recordation.

SUMMARY

Moreno Valley Utility (MVU) is providing electrical service to the Indian Street Commerce Center developer project located at the southwest corner of Indian Street and Grove View Road. It is typical and often necessary to place electrical infrastructure on private property in order to provide electrical service from the public right-of-way to the building. Placement of electrical infrastructure that will be owned and maintained by MVU on private property requires an easement. An Easement Deed was previously recorded on June 7, 2018 as Instrument No. 2018-0231704 based on the initial project design. Based on the final alignment and location of electric utility infrastructure placed at the site, a new Easement Deed was recorded on February 11, 2019 as Instrument No. 2019-0048217. By releasing the prior 2018 easement, this will remove any easement rights, which may impact the property owner, from areas which no longer require such right.

DISCUSSION

On June 7, 2018, an Easement Deed was recorded as Instrument No. 2018-0231704 which reflected the expected location of electrical infrastructure. A subsequent Easement Deed was recorded on February 11, 2019 as Instrument No. 2019-0048217

which reflects the actual alignment and location of electric utility infrastructure placed; it is a minor deviation from the one previously recorded which reflects “as-built” locations of electrical infrastructure. The easement is a perpetual, non-exclusive easement for electric utility purposes, including ingress and egress, for the purpose of constructing, operating, maintaining, and repairing electric utility facilities and reading meters over, under, upon, and across a parcel created by Lot Line Adjustment #1035 recorded as Instrument No. 2016-0407011 located on private developer property at the southwest corner of Indian Street and Grove View Road. The most recently recorded Easement Deed reflects the alignment and location of electric utility infrastructure across said parcel. Therefore, the former Easement Deed is no longer required and needs to be quitclaimed.

ALTERNATIVES

Not applicable.

FISCAL IMPACT

No fiscal impact.

NOTIFICATION

Publication of the agenda.

PREPARATION OF STAFF REPORT

Prepared By:
Clement Jimenez, P.E.
Senior Engineer

Department Head Approval:
Marshall Eyerman
Chief Financial Officer/City Treasurer

Concurred By:
Jeannette Olko
Electric Utility Division Manager

CITY COUNCIL GOALS

Public Facilities and Capital Projects. Ensure that needed public facilities, roadway improvements, and other infrastructure improvements are constructed and maintained.

CITY COUNCIL STRATEGIC PRIORITIES

1. Economic Development
2. Public Safety
3. Library
4. Infrastructure
5. Beautification, Community Engagement, and Quality of Life
6. Youth Programs

Objective 4.1: Develop a Moreno Valley Utility Strategic Plan to prepare for the 2020 expiration of the ENCO Utility Systems agreement.

ATTACHMENTS

- 1. Quitclaim Easement Deed

APPROVALS

Budget Officer Approval	<u>✓ Approved</u>	3/20/19 6:00 PM
City Attorney Approval	<u>✓ Approved</u>	4/10/19 3:59 PM
City Manager Approval	<u>✓ Approved</u>	4/11/19 1:58 PM

Recording requested by and when recorded, mail to:

City Clerk
City of Moreno Valley
P.O. Box 88005
Moreno Valley, CA 92552-0805

Exempt from Recording Fee per
Govt. Code Sec. 6103
City of Moreno Valley
PA16-0002
A.P.N. 316-210-097

(Space above this line for Recorder's use)
DOCUMENTARY TRANSFER TAX IS NONE.
*Public Agency exempt.
Revenue and Taxation Code Section 11922*

QUITCLAIM EASEMENT DEED

FOR A VALUABLE CONSIDERATION, receipt of which is hereby acknowledged, the CITY OF MORENO VALLEY, a municipal corporation, does hereby remise, release, and quitclaim unto the owner or owners of record of real property affected thereby, the perpetual non-exclusive easement for municipal utility purposes dedicated to and accepted by the City of Moreno Valley per separate instrument, filed on June 7, 2018, and recorded as Instrument No. 2018-0231704 of Official Records, in the Office of the Recorder of the County of Riverside, State of California, as originally granted by Moreno Indian, LLC, a Delaware limited liability company to the City of Moreno Valley. Said easement is more particularly shown on Exhibit "A" and "B", attached hereto and by this reference, made a part hereof.

The rights hereby quitclaimed are not necessary or useful in the performance of the duties of the City of Moreno Valley to the public.

EXECUTED this _____ day of _____, 2019
CITY OF MORENO VALLEY, a Municipal Corporation

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

By: _____
Dr. Yxstian Gutierrez, Mayor

STATE OF CALIFORNIA)
County of _____)ss.

On _____ before me, _____, a Notary Public in and for said State, personally appeared _____, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s) or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____
Signature of Notary Public

Place Notary Seal Above

Attachment: Quitclaim Easement Deed [Revision 1] (3498 : EXECUTE QUITCLAIM EASEMENT DEED FOR ELECTRIC PUBLIC UTILITY

Recording requested by and when recorded, mail to:

Moreno Valley Utility
City of Moreno Valley
P.O. Box 88005
Moreno Valley, CA 92552-0805

2018-0231704

06/07/2018 12:34 PM Fee: \$ 0.00

Page 1 of 11

Recorded in Official Records
County of Riverside
Peter Aldana
Assessor-County Clerk-Recorder



914

Exempt from Recording Fee per
Govt. Code Sec. 6103
City of Moreno Valley
PA16-0002
A.P.N. 316 - 210 - 097

(Space above this line for Recorder's use)
DOCUMENTARY TRANSFER TAX IS NONE.
Public Agency exempt.
Revenue and Taxation Code Section 11922

EASEMENT DEED

FOR A VALUABLE CONSIDERATION, receipt of which is hereby acknowledged,

MORENO INDIAN, LLC, a Delaware limited liability company

GRANTOR(S) hereby grant(s) and convey(s) to the CITY OF MORENO VALLEY, a municipal corporation, for themselves, successors or assigns a perpetual non-exclusive easement and right of way for municipal utility purposes, including ingress and egress, for the purpose of constructing, operating, maintaining, and repairing municipal service facilities and reading meters over, under, upon, and across the real property in the City of Moreno Valley, County of Riverside, State of California, described as follows:

All as described in the attached legal description and illustrated on the plat attached hereto and marked Exhibits "A" and "B" respectively. IN WITNESS WHEREOF, this instrument has been executed this 23rd day of May, 2018.

Grantor(s)
Signature(s)

Patrick Russell - Authorized Agent
Moreno Indian, LLC, a Delaware limited liability company

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

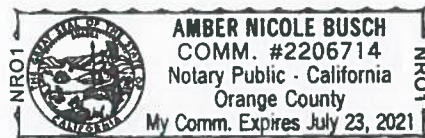
STATE OF CALIFORNIA)
County of Orange)ss.

On 5/23/2018 before me, Amber Nicole Busch, a Notary Public in and for said State, personally appeared Patrick Russell, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s) or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature Amber Nicole Busch
Signature of Notary Public



Place Notary Seal Above

R304806.01
05-21-18
REVISED
05-24-18

EXHIBIT "A"
LEGAL DESCRIPTION
ELECTRIC EASEMENT

SEVEN (7) STRIPS OF LAND SITUATED OVER A PORTION OF LOT 27 IN BLOCK 1 OF RIVERSIDE ALFALFA ACRES, IN THE CITY OF MORENO VALLEY, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN ON A MAP FILED IN BOOK 8, PAGE 21 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, SAID LOT 27 ALSO BEING SHOWN ON LOT LINE ADJUSTMENT NO. 1035 / CERTIFICATE OF COMPLIANCE, RECORDED SEPTEMBER 20, 2016 AS INSTRUMENT NO. 2016-0407011 OF OFFICIAL RECORDS, IN THE OFFICE OF SAID COUNTY RECORDER, THE REFERENCE LINES OF WHICH ARE DESCRIBED AS FOLLOWS:

STRIP NO. 1 (10.00 FEET WIDE, 5.00 FEET SOUTHERLY AND WESTERLY, 5.00 FEET NORTHERLY AND EASTERLY)

COMMENCING AT THE SOUTHERLY TERMINUS OF THAT CERTAIN COURSE ALONG THE WESTERLY RIGHT-OF-WAY LINE OF INDIAN STREET, AS DESCRIBED IN PARCEL 2 OF THE OFFER OF DEDICATION TO THE CITY OF MORENO VALLEY, RECORDED DECEMBER 13, 2017 AS INSTRUMENT NUMBER 2017-0521907 OF SAID OFFICIAL RECORDS, AS HAVING A BEARING AND DISTANCE OF " SOUTH 00°17'05" WEST 53.57 FEET " IN SAID OFFER OF DEDICATION.

THENCE ALONG SAID WESTERLY RIGHT-OF-WAY OF INDIAN STREET NORTH 00°17'05" EAST 13.36 FEET TO THE **TRUE POINT OF BEGINNING**;

THENCE LEAVING SAID WESTERLY RIGHT-OF-WAY LINE NORTH 90°00'00" WEST 152.53 FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 12.50 FEET;

THENCE WESTERLY, NORTHWESTERLY, AND NORTHERLY 19.63 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 90°00'00";

THENCE NORTH 00°00'00" EAST 135.13 FEET;

THENCE NORTH 90°00'00" WEST 14.00 FEET TO A POINT HEREINAFTER REFERRED TO AS POINT "A";

EXHIBIT "A"
LEGAL DESCRIPTION-CONTINUED
ELECTRIC EASEMENT
PAGE 2 of 5

R304806.01
 05-21-18
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THENCE NORTH 90°00'00" WEST 10.75 FEET, SAID POINT BEING THE **END POINT** OF STRIP NO. 1.

THE SIDELINES OF SAID STRIP OF LAND SHALL BE LENGTHENED OR SHORTENED SO AS TO ORIGINATE EASTERLY ON SAID WESTERLY RIGHT-OF-WAY LINE OF SAID INDIAN STREET.

CONTAINING: 3,320 SQUARE FEET, MORE OR LESS.

STRIP NO. 2 (16.25 FEET WIDE, 7.75 FEET NORTHERLY AND 8.50 FEET SOUTHERLY)

BEGINNING AT ABOVE MENTIONED POINT "A";

THENCE NORTH 90°00'00" EAST 18.00 FEET, SAID POINT BEING THE **END POINT** OF STRIP NO. 2.

EXCEPT THEREFROM THAT PORTION LYING WITHIN STRIP NO. 1.

CONTAINING: 81 SQUARE FEET, MORE OR LESS.

STRIP NO. 3 (10.00 FEET WIDE, 5.00 FEET NORTHERLY AND 5.00 FEET SOUTHERLY)

COMMENCING AT THE NORTHERLY TERMINUS OF THAT CERTAIN COURSE ALONG THE WESTERLY RIGHT-OF-WAY LINE OF INDIAN STREET, AS DESCRIBED IN PARCEL 1 OF THE OFFER OF DEDICATION TO THE CITY OF MORENO VALLEY, RECORDED DECEMBER 13, 2017 AS DOCUMENT NUMBER 2017-0521907 OF SAID OFFICIAL RECORDS, HAVING A BEARING AND DISTANCE OF " SOUTH 00°17'05" WEST 89.42 FEET " IN SAID OFFER OF DEDICATION.

THENCE ALONG SAID WESTERLY RIGHT-OF-WAY LINE SOUTH 00°17'05" WEST 5.54 FEET TO A POINT ON A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 12.50 FEET, A RADIAL LINE OF SAID CURVE TO SAID POINT BEARS NORTH 29°44'01" EAST, SAID POINT ALSO BEING THE **TRUE POINT OF BEGINNING**;

THENCE LEAVING SAID WESTERLY RIGHT-OF-WAY LINE NORTHWESTERLY 6.49 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 29°44'01";

THENCE NORTH 90°00'00" WEST 52.04 FEET TO A POINT HERINAFTER REFERRED TO AS POINT "B";

EXHIBIT "A"
LEGAL DESCRIPTION-CONTINUED
ELECTRIC EASEMENT
PAGE 3 of 5

R304806.01
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 05-24-18

THENCE CONTINUING NORTH 90°00'00" WEST 20.27 FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHERLY HAVING A RADIUS OF 12.50 FEET;

THENCE WESTERLY 2.45 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 11°15'00";

THENCE NORTH 78°45'00" WEST 12.92 FEET TO THE BEGINNING OF A CURVE CONCAVE SOUTHERLY HAVING A RADIUS OF 12.50 FEET;

THENCE WESTERLY 2.45 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 11°15'00";

THENCE NORTH 90°00'00" WEST 1061.17 FEET TO A POINT HEREINAFTER REFERRED TO AS POINT "C";

THENCE CONTINUING NORTH 90°00'00" WEST 50.28 FEET TO A POINT HEREINAFTER REFERRED TO AS POINT "D";

THENCE CONTINUING NORTH 90°00'00" WEST 68.72 FEET TO THE WESTERLY LINE OF SAID LOT LINE ADJUSTMENT NO. 1035, AS SHOWN ON THE RECORD OF SURVEY FILED IN BOOK 150, PAGE 29, OF RECORDS OF SURVEYS, IN THE OFFICE OF THE SAID COUNTY RECORDER.

THE SIDELINES OF SAID STRIP OF LAND SHALL BE LENGTHENED OR SHORTENED SO AS TO ORIGINATE EASTERLY ON SAID WESTERLY RIGHT-OF-WAY LINE OF SAID INDIAN STREET, AND TERMINATE WESTERLY ON SAID WESTERLY LINE OF SAID LOT LINE ADJUSTMENT NO. 1035.

EXCEPT THEREFROM THAT PORTION LYING OUTSIDE OF SAID LOT LINE ADJUSTMENT NO. 1035, AS SHOWN ON SAID RECORD OF SURVEY.

CONTAINING: 12,041 SQUARE FEET, MORE OR LESS.

STRIP NO. 4 (7.70 FEET SOUTHERLY)

BEGINNING AT ABOVE MENTIONED POINT "B";

THENCE NORTH 90°00'00" WEST 16.27 FEET, SAID POINT BEING THE **END POINT** OF STRIP NO. 4.

EXCEPT THEREFROM THAT PORTION LYING WITHIN STRIP NO. 3.

Attachment: Quitclaim Easement Deed [Revision 1] (3498 : EXECUTE QUITCLAIM EASEMENT DEED FOR ELECTRIC PUBLIC UTILITY

EXHIBIT "A"**LEGAL DESCRIPTION-CONTINUED****ELECTRIC EASEMENT****PAGE 4 of 5**

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05-21-18

REVISED

05-24-18

CONTAINING: 44 SQUARE FEET, MORE OR LESS.STRIP NO. 5 (7.70 FEET NORTHERLY)**BEGINNING** AT ABOVE MENTIONED POINT "C";

THENCE NORTH 90°00'00" WEST 16.27 FEET, SAID POINT BEING THE END POINT OF STRIP NO. 5.

EXCEPT THEREFROM THAT PORTION LYING WITHIN STRIP NO. 3.**CONTAINING:** 44 SQUARE FEET, MORE OR LESS.STRIP NO. 6 (10.00 FEET WIDE, 5.00 FEET WESTERLY AND SOUTHERLY, 5.00 FEET EASTERLY AND NORTHERLY)**BEGINNING** AT ABOVE MENTIONED POINT "D", SAID POINT BEING AT A POINT OF CUSP WITH THE CENTERLINE OF STRIP NO. 3 AS DESCRIBED HEREIN ABOVE, WITH A CURVE CONCAVE SOUTHEASTERLY HAVING A RADIUS OF 12.50 FEET;

THENCE WESTERLY, SOUTHWESTERLY, AND SOUTHERLY 19.63 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 90°00'00";

THENCE SOUTH 00°00'00" EAST 474.08 FEET TO THE BEGINNING OF A CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 12.50 FEET;

THENCE SOUTHERLY, SOUTHEASTERLY, AND EASTERLY 19.63 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 90°00'00";

THENCE NORTH 90°00'00" EAST 54.72 FEET TO A POINT HEREINAFTER REFERRED TO AS POINT "E";

EXCEPT THEREFROM THAT PORTION LYING WITHIN STRIP NO. 3.**CONTAINING:** 5,567 SQUARE FEET, MORE OR LESS.STRIP NO. 7 (18.00 FEET WIDE, 12.75 FEET NORTHERLY AND 5.25 FEET SOUTHERLY)**BEGINNING** AT ABOVE MENTIONED POINT "E";

EXHIBIT "A"
LEGAL DESCRIPTION-CONTINUED
ELECTRIC EASEMENT
PAGE 5 of 5

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REVISED
05-24-18

THENCE NORTH 90°00'00" EAST 16.00 FEET, SAID POINT BEING THE END POINT OF STRIP NO. 7.

CONTAINING: 288 SQUARE FEET, MORE OR LESS.

STRIPS NO. 1, 2, 3, 4, 5, 6, AND 7 CONTAINING: 21,386 SQUARE FEET, MORE OR LESS.

SUBJECT TO: COVENANTS, CONDITIONS, RESERVATIONS, RESTRICTIONS, RIGHTS-OF-WAY AND EASEMENTS, IF ANY, OF RECORD.

EXHIBIT "B" ATTACHED HERETO AND BY THIS REFERENCE MADE A PART HEREOF.

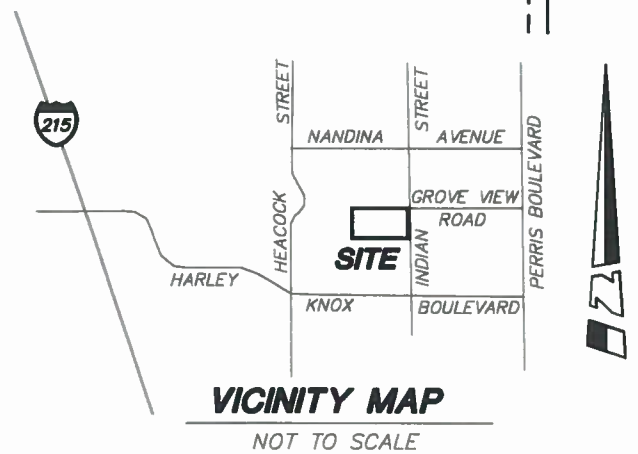
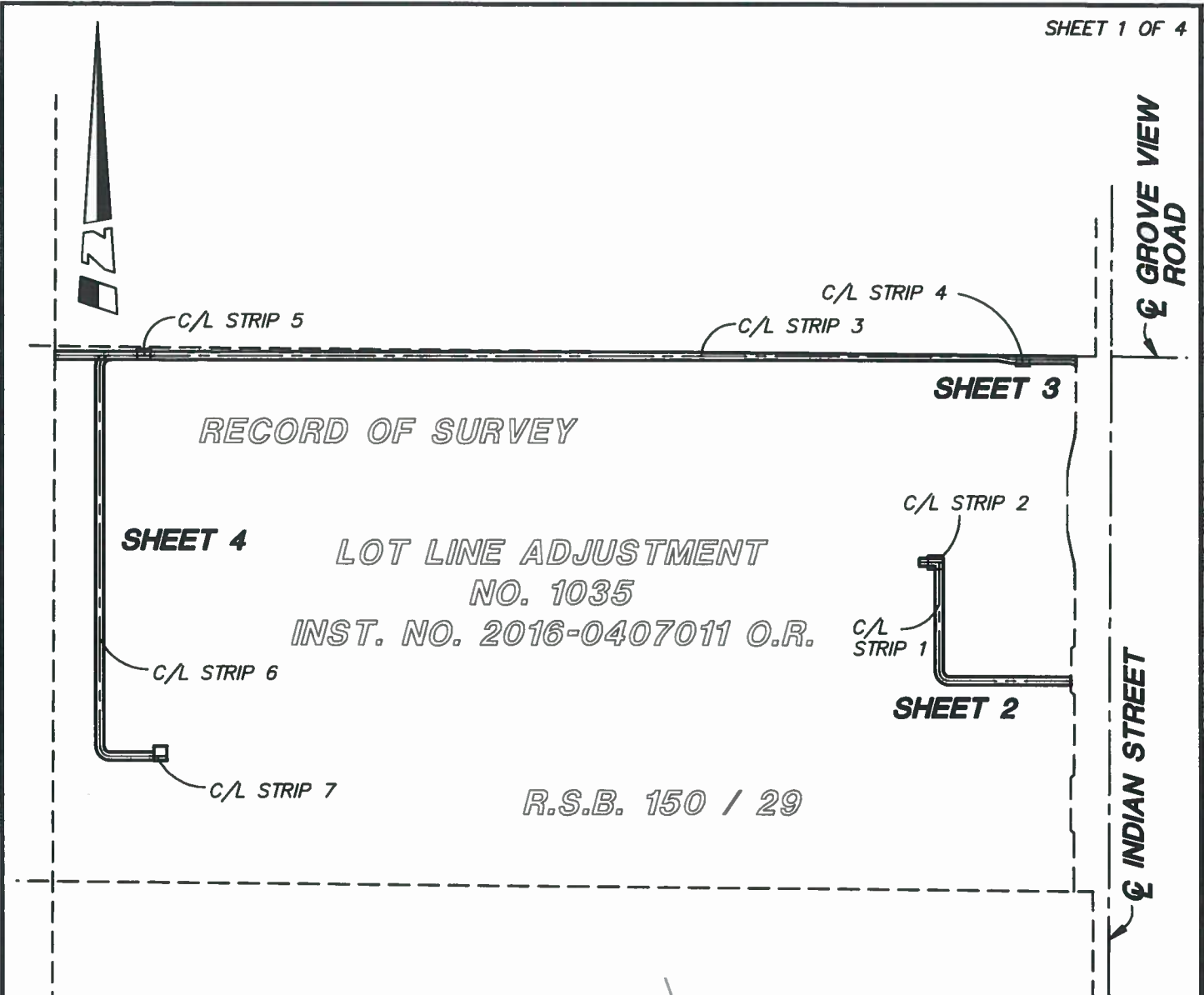
THE REAL PROPERTY DESCRIPTION HAS BEEN PREPARED BY ME, OR UNDER MY DIRECTION, IN CONFORMANCE WITH THE PROFESSIONAL LAND SURVEYORS' ACT.



H. P. McNALLY JR., PLS 6969



Attachment: Quitclaim Easement Deed [Revision 1] (3498 : EXECUTE QUITCLAIM EASEMENT DEED FOR ELECTRIC PUBLIC UTILITY



REVISED 5/24/2018

HUITT-ZOLLARS
Huitt-Zollars, Inc. Irvine
2603 Main Street, Suite 400, Irvine, CA 92614
Phone (949) 988-5815 Fax (949) 988-5820

APPROVED BY:
5-24-2018

SKETCH TO ACCOMPANY
A LEGAL DESCRIPTION

EXHIBIT 'B'
**CITY OF MORENO VALLEY
ELECTRIC EASEMENT**

SCALE	1"=200'
DRAWN BY	ZB
CHECKED BY	PMc
DATE	5/21/2018
JOB NO.	R304806.01

POINT "A"
P.O.B. C/L
STRIP 2

SEE DETAIL

LOT LINE
ADJUSTMENT
NO. 1035
INST. NO.
2016-0407011 O.R.

R.S.B. 150 / 29

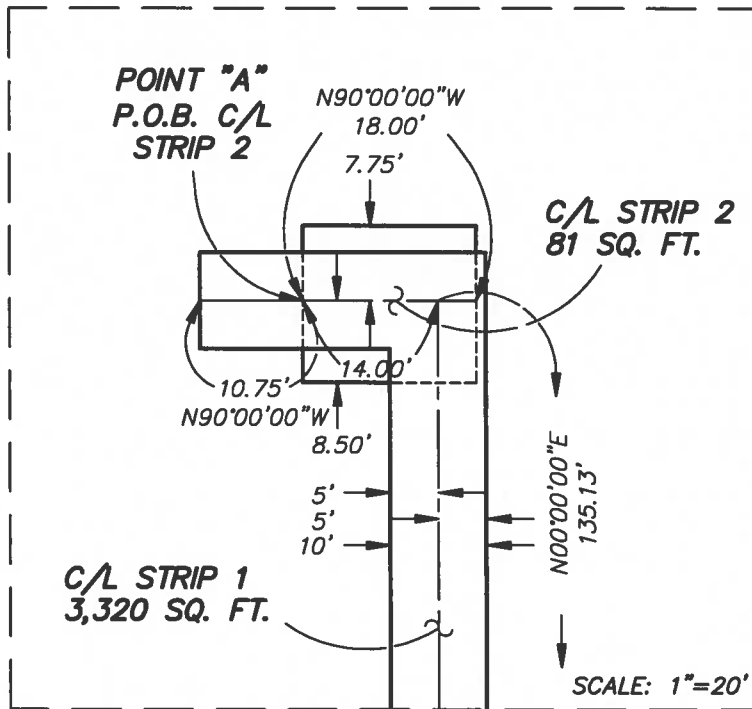
C/L STRIP 1
3,320 SQ. FT.

T.P.O.B.
C/L
STRIP 1

P.O.C.
C/L
STRIP 1

INDIAN STREET

W/LY ROW LINE
PER INST. NO.
2017-0521907 O.R.

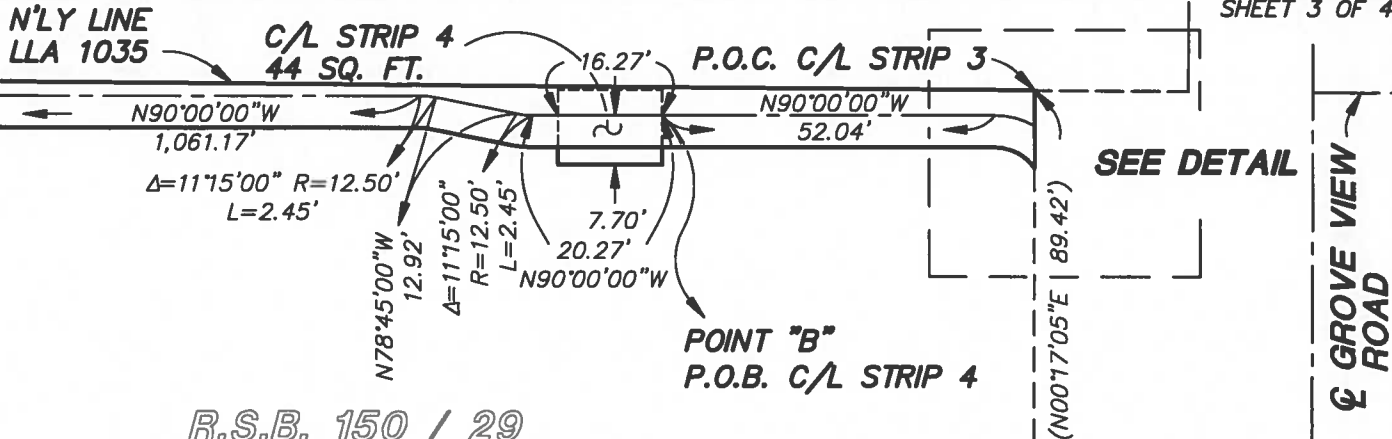


(XXX) INDICATES RECORD DATA PER
INST. NO. 2017-0521907 O.R.



SCALE: 1"=50'

Packet Pg. 152

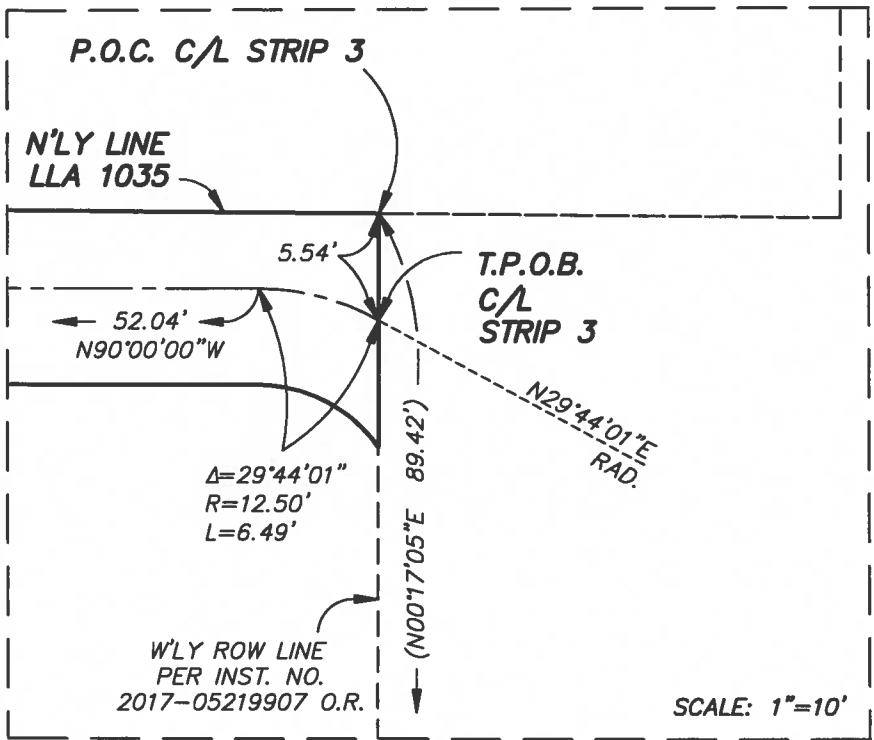


R.S.B. 150 / 29

SEE DETAIL

GROVE VIEW ROAD

INDIAN STREET



SCALE: 1"=10'

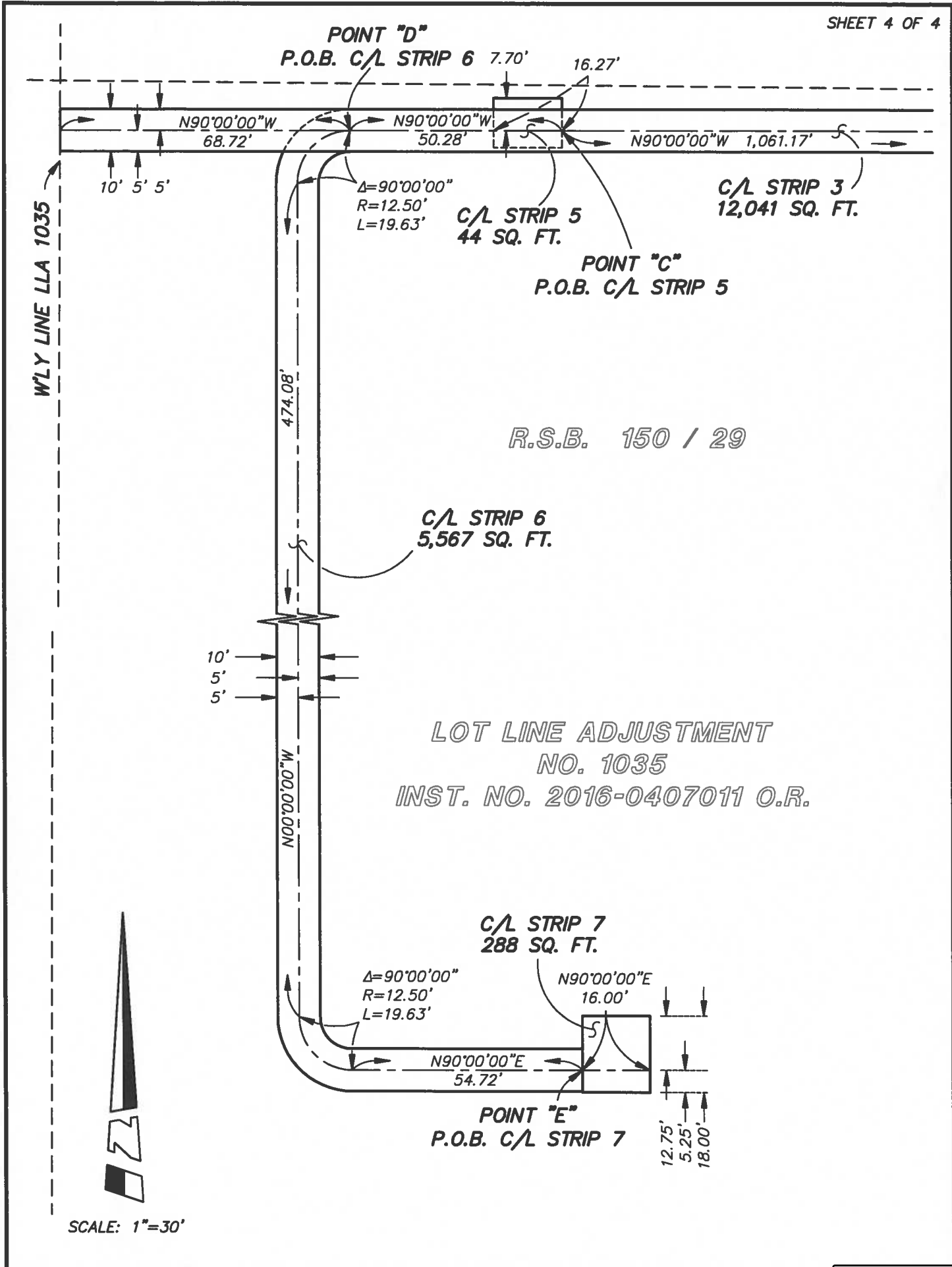
LOT LINE ADJUSTMENT
 NO. 1035
 INST. NO. 2016-0407011 O.R.



SCALE: 1"=30'

(XXX) INDICATES RECORD DATA PER INST. NO. 2017-0521907 O.R.

Attachment: Quitclaim Easement Deed [Revision 1] (3498 : EXECUTE QUITCLAIM EASEMENT DEED FOR ELECTRIC PUBLIC UTILITY



Attachment: Quitclaim Easement Deed [Revision 1] (3498 : EXECUTE QUITCLAIM EASEMENT DEED FOR ELECTRIC PUBLIC UTILITY

ACCEPTANCE CERTIFICATE

This is to certify that the interest in real property conveyed by the easement deed dated **May 23, 2018**, from **Moreno Indian, LLC**, a **Delaware limited liability company** to the City of Moreno Valley, a municipal corporation, in the form attached hereto, is hereby accepted, subject to completion of public utility improvements, and the improvements being accepted into and becoming a part of the City maintained public utility system, by the undersigned City Engineer on behalf of the City of Moreno Valley, pursuant to authority conferred by Resolution No. 94-5 of the City Council of Moreno Valley, adopted on January 25, 1994, and the grantee consented to recordation thereof.

Date: 6/5/18

By: *Michael L. Wolfe*
Michael L. Wolfe, R.C.E. #65623
Public Works Director/City Engineer
City of Moreno Valley

Attachment: Quitclaim Easement Deed [Revision 1] (3498 : EXECUTE QUITCLAIM EASEMENT DEED FOR ELECTRIC PUBLIC UTILITY



Report to City Council

TO: Mayor and City Council

FROM: Marshall Eyerman, Chief Financial Officer

AGENDA DATE: April 16, 2019

TITLE: APPROVE AMENDMENT TO PROFESSIONAL SERVICES AGREEMENT WITH SYNERGY

RECOMMENDED ACTION

Recommendation:

1. Approve the Professional Services Agreement Amendment with Synergy Companies for Energy Audit and Direct Installation of Energy Efficiency Measures.
2. Authorize the City Manager to execute the Amendment.

SUMMARY

This report recommends approval of the Professional Services Agreement Amendment with Synergy Companies, through which MVU assists residential customers in lowering their electricity costs by providing energy audits and direct installation of items such as energy efficient lighting, HVAC tune-ups, weatherization seals, and smart power strips.

The amendment is recommended due to the program success and customer demand for energy efficiency programs.

DISCUSSION

MVU successfully utilized Synergy Companies to provide energy savings and lower bills for over two hundred residential customers this fiscal year and is proposing to expand the program funding.

Assembly Bill 2021 was signed into law in September 2006. The bill requires publicly owned electric utilities to identify all potentially achievable cost-effective energy

efficiency savings and establish annual targets for energy efficiency savings and demand reduction over 10 years. Utilities are required to report those targets to the California Energy Commission (CEC) and to annually report expenditures, programs, cost-effectiveness, and energy savings achieved.

The cost-effective energy efficiency targets for Moreno Valley Electric Utility (MVU) were updated by Resolution 2017-11, which was approved by Council on February 21, 2017. The current agreement with Synergy Companies to provide energy audits and energy efficiency measures to MVU customers to assist in achieving these targets was approved on September 19, 2017.

The pricing for the expanded Scope of Services is the same pricing that was offered to Moreno Valley in 2017. The current contract expires on June 30, 2022 with a funding level of \$300,000 each year, for a total of \$1,500,000. MVU recommends expanding this contract by \$200,000 this fiscal year and increasing subsequent years funding from \$300,000 to \$500,000, for a total of \$2,300,000. The additional funding will allow the program to reach more customers and provide greater benefits to the community.

ALTERNATIVES

1. Approve the Professional Services Agreement Amendment with Synergy Companies to provide an Energy Audit and Energy Efficiency Implementation Program. *Staff recommends the expansion of this Energy Efficiency Program that will allow the City's utility to work towards meeting established energy efficiency targets and provide more customers with the opportunity to save on their electric bills.*
2. Do not approve Professional Services Agreement Amendment with Synergy Companies to provide an Energy Audit and Energy Efficiency Implementation Program. *Staff does not recommend this alternative, as it would restrict the City's utility in its ability to meet established energy efficiency targets and provide customers with the opportunity to save on their electric bills.*

FISCAL IMPACT

The program is funded through the collection of state mandated Public Purpose Program funds, which the City Council formally adopted on January 13, 2004. **Public Purpose Program funds can only be utilized under a strict umbrella of programs, determined at the State level of government.**

The budget for fiscal year 2018/2019 allocated to Energy Efficiency in account GL# 6012-30-80-45511-710144 is \$900,000. This budgeted amount is to be used for a variety of energy efficiency programs, including the smart thermostat program, energy star appliance rebates, commercial lighting rebates, and the Energy Audit and Energy Efficiency Implementation Program.

NOTIFICATION

Publication of the Agenda.

PREPARATION OF STAFF REPORT

Prepared By:
Michael McLellan
Electric Utility Program Coordinator

Department Head Approval:
Marshall Eyerman
Chief Financial Officer

Concurred By:
Jeannette Olko
Electric Utility Division Manager

CITY COUNCIL GOALS

Advocacy. Develop cooperative intergovernmental relationships and be a forceful advocate of City policies, objectives, and goals to appropriate external governments, agencies and corporations.

Positive Environment. Create a positive environment for the development of Moreno Valley's future.

CITY COUNCIL STRATEGIC PRIORITIES

1. Economic Development
2. Public Safety
3. Library
4. Infrastructure
5. Beautification, Community Engagement, and Quality of Life
6. Youth Programs

Objective 4.1: Develop a Moreno Valley Utility Strategic Plan to prepare for the 2020 expiration of the ENCO Utility Systems agreement.

ATTACHMENTS

1. Synergy Agreement_9_19_2017-EXECUTED
2. FIRST AMENDMENT TO AGREEMENT - SYNERGY

APPROVALS

CITY COUNCIL GOALS

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ATTACHMENTS

- 3. Synergy Agreement_9_19_2017-EXECUTED
- 4. FIRST AMENDMENT TO AGREEMENT - SYNERGY

APPROVALS

Budget Officer Approval	<u>✓ Approved</u>	4/01/19 8:34 AM
City Attorney Approval	<u>✓ Approved</u>	4/10/19 3:49 PM
City Manager Approval	<u>✓ Approved</u>	4/11/19 1:02 PM

City of Moreno Valley

AGREEMENT FOR ON-SITE AND/OR PROFESSIONAL SERVICES

This Agreement is made by and between the City of Moreno Valley, California, a municipal corporation, with its principal place of business at 14177 Frederick Street, Moreno Valley, CA 92552, hereinafter referred to as the "City", and Eagle Systems International Inc DBA Synergy Companies, a Corporation, with its principal place of business at 90 Business Park, Perris, California 92571, hereinafter referred to as the "Contractor," based upon City policies and the following legal citations:

RECITALS

- A. Government Code Section 53060 authorizes the engagement of persons to perform special services as independent contractors;
- B. Contractor desires to perform and assume responsibility for the provision of professional Audit and Direct Install contracting services required by the City on the terms and conditions set forth in this Agreement. Contractor represents that it is experienced in providing professional Audit and Direct Install contracting services, is licensed in the State of California, if applicable;
- C. City desires to engage Contractor to render such services for the Audit and Direct Install as set forth in this Agreement;
- D. The public interest, convenience, necessity and general welfare will be served by this Agreement; and
- E. This Agreement is made and entered into effective the date the City signs this Agreement.

TERMS**1. CONTRACTOR INFORMATION:**

Contractor's Name: Synergy Companies
 Address: 90 Business Park Drive
 City: Perris State: CA Zip: 92571
 Business Phone: (951) 230-6425 Fax No. (626) 793-9461
 Other Contact Number: Matthew Clarke (951) 230-6425
 Business License Number: 200319796
 Federal Tax I.D. Number: 87-038961

2. CONTRACTOR SERVICES, FEES, AND RELEVANT DATES:

- A. The Contractor's scope of service is described in Exhibit "A" attached hereto and incorporated herein by this reference.
- B. The City's responsibilities, other than payment, are described in Exhibit "B" attached hereto and incorporated herein by this reference.

- C. Payment terms are provided in Exhibit "C" attached hereto and incorporated herein by this reference.
- D. The term of this Agreement shall be from September 19, 2017 to June 30, 2022 unless terminated earlier as provided herein. The City acknowledges that it will not unreasonably withhold approval of the Contractor's requests for extensions of time in which to complete the work required. The Contractor shall not be responsible for performance delays caused by others or delays beyond the Contractor's reasonable control (excluding delays caused by non-performance or unjustified delay by Contractor, his/her/its employees, or subcontractors), and such delays shall extend the time for performance of the work by the Contractor.

3. STANDARD TERMS AND CONDITIONS:

- A. Control of Work. Contractor is solely responsible for the content and sequence of the work, and will not be subject to control and direction as to the details and means for accomplishing the anticipated results of services. The City will not provide any training to Contractor or his/her/its employees.
- B. Intent of Parties. Contractor is, and at all times shall be, an independent contractor and nothing contained herein shall be construed as making the Contractor or any individual whose compensation for services is paid by the Contractor, an agent or employee of the City, or authorizing the Contractor to create or assume any obligation or liability for or on behalf of the City, or entitling the Contractor to any right, benefit, or privilege applicable to any officer or employee of the City.
- C. Subcontracting. Contractor may retain or subcontract for the services of other necessary contractors with the prior written approval of the City. Payment for such services shall be the responsibility of the Contractor. Any and all subcontractors shall be subject to the terms and conditions of this Agreement, with the exception that the City shall have no obligation to pay for any subcontractor services rendered. Contractor shall be responsible for paying prevailing wages where required by law [See California Labor Code Sections 1770 through 1777.7].
- D. Conformance to Applicable Requirements. All work prepared by Contractor shall be subject to the approval of City.
- E. Substitution of Key Personnel. Contractor has represented to City that certain key personnel will perform and coordinate the services under this Agreement. Should one or more of such personnel become unavailable, Contractor may substitute other personnel of at least equal competence upon written approval of City. In the event that City and Contractor cannot agree as to the substitution of key personnel, City shall be entitled to terminate this Agreement for cause. As discussed below, any personnel who fail or refuse to perform the services in a manner acceptable to the City, or who are determined by the City to be uncooperative, incompetent, a threat to the adequate or timely completion of the project or a threat to the safety of persons or property, shall be promptly removed from the project by the

Contractor at the request of the City. The key personnel for performance of this Agreement are as follows: **Matthew Clarke**.

- F. City's Representative. The City hereby designates the City Manager, or his or her designee, to act as its representative for the performance of this Agreement ("City's Representative"). Contractor shall not accept direction or orders from any person other than the City's Representative or his or her designee.
- G. Contractor's Representative. Contractor hereby designates Matthew Clark, or his or her designee, to act as its representative for the performance of this Agreement ("Contractor's Representative"). Contractor's Representative shall have full authority to represent and act on behalf of the Contractor for all purposes under this Agreement. The Contractor's Representative shall supervise and direct the services, using his or her best skill and attention, and shall be responsible for all means, methods, techniques, sequences and procedures and for the satisfactory coordination of all portions of the services under this Agreement.
- H. Legal Considerations. The Contractor shall comply with applicable federal, state, and local laws in the performance of this Agreement. Contractor shall be liable for all violations of such laws and regulations in connection with services. If the Contractor performs any work knowing it to be contrary to such laws, rules and regulations and without giving written notice to the City, Contractor shall be solely responsible for all costs arising therefrom. Contractor shall defend, indemnify and hold City, its officials, directors, officers, employees and agents free and harmless, pursuant to the indemnification provisions of this Agreement, from any claim or liability arising out of any failure or alleged failure to comply with such laws, rules or regulations.
- I. Standard of Care; Performance of Employees. Contractor shall perform all services under this Agreement in a skillful and competent manner, consistent with the standards generally recognized as being employed by professionals in the same discipline in the State of California. Contractor represents and maintains that it is skilled in the profession necessary to perform the services. Contractor warrants that all employees and subcontractor shall have sufficient skill and experience to perform the services assigned to them. Finally, Contractor represents that it, its employees and subcontractors have all licenses, permits, qualifications and approvals of whatever nature that are legally required to perform the services and that such licenses and approvals shall be maintained throughout the term of this Agreement. Any employee of the Contractor or its subcontractors who is determined by the City to be uncooperative, incompetent, a threat to the adequate or timely completion of the project, a threat to the safety of persons or property, or any employee who fails or refuses to perform the services in a manner acceptable to the City, shall be promptly removed from the project by the Contractor and shall not be re-employed to perform any of the services or to work on the project.
- J. Contractor Indemnification. Contractor shall indemnify, defend and hold the City, the Moreno Valley Housing Authority, and the Moreno Valley

Community Services District (CSD), their officers, agents and employees harmless from any and all claims, damages, losses, causes of action and demands, including, without limitation, the payment of all consequential damages, expert witness fees, reasonable attorney's fees and other related costs and expenses, incurred in connection with or in any manner arising out of Contractor's performance of the work contemplated by this Agreement and this Agreement. Acceptance of this Agreement signifies that the Contractor is not covered under the City's general liability insurance, employee benefits, or worker's compensation. It further establishes that the Contractor shall be fully responsible for such coverage. Contractor's obligation to indemnify shall survive expiration or termination of this Agreement, and shall not be restricted to insurance proceeds, if any, received by the City, the Moreno Valley Housing Authority, and the CSD, and their officers, agents and employees.

- K. Additional Indemnity Obligations. Contractor shall defend, with counsel of City's choosing and at Contractor's own cost, expense and risk, any and all claims, suits, actions or other proceedings of every kind covered by Section "J" that may be brought or instituted against City, the Moreno Valley Housing Authority, and the CSD, and their officers, agents and employees. Contractor shall pay and satisfy any judgment, award or decree that may be rendered against City, the Moreno Valley Housing Authority, and the CSD, and their officers, agents and employees as part of any such claim, suit, action or other proceeding. Contractor shall also reimburse City for the cost of any settlement paid by City, the Moreno Valley Housing Authority, and the CSD, and their officers, agents and employees as part of any such claim, suit, action or other proceeding. Such reimbursement shall include payment for City's attorney's fees and costs, including expert witness fees. Contractor shall reimburse City, the Moreno Valley Housing Authority, and the CSD, and their officers, agents and employees for any and all legal expenses and costs incurred by each of them in connection therewith or in enforcing the indemnity herein provided.
- L. Insurance Requirements. The Contractor will comply with the following insurance requirements at its sole expense. Insurance companies shall be rated (A Minus: VII—Admitted) or better in Best's Insurance Rating Guide and shall be legally licensed and qualified to conduct business in the State of California:

The Contractor shall procure and maintain, at its sole expense, Workers' Compensation Insurance in such amounts as will fully comply with the laws of the State of California and which shall indemnify, insure and provide legal defense for the Contractor and the City, the Housing Authority and CSD against any loss, claim, or damage arising from any injuries or occupational diseases happening to any worker employed by the Contractor in the course of carrying out the Agreement. This coverage may be waived if the Contractor is determined to be functioning as a sole proprietor and the city provided form "Exception to Worker's Compensation Coverage" is signed, notarized and attached to this Agreement

General Liability Insurance—to protect against loss from liability imposed by law for damages on account of bodily injury, including death, and/or property damage suffered or alleged to be suffered by any person or persons whomever, resulting directly or indirectly from any act or activities of the Contractor, sub-Contractor, or any person acting for the Contractor or under its control or direction. Such insurance shall be maintained in full force and effect throughout the terms of the Agreement and any extension thereof in the minimum amounts provided below:

Bodily Injury	\$1,000,000 per occurrence/ \$2,000,000 aggregate
Property Damage	\$500,000 per occurrence/ \$500,000 aggregate

Professional Errors and Omission Insurance—such coverage shall not be less than \$1,000,000 per claim and aggregate.

Liability and Property Damage Insurance coverage for owned and non-owned automotive equipment operated on City/CSD/Housing Authority premises. Such coverage limits shall not be less than \$1,000,000 combined single limit.

A Certificate of Insurance and appropriate additional insured endorsement evidencing the above applicable insurance coverage shall be submitted to the City prior to the execution of this Agreement. The Certificate of Insurance or an appropriate binder shall bear an endorsement containing the following provisions:

Solely as respect to services done by or on behalf of the named insured for the City of Moreno Valley, it is agreed that the City of Moreno Valley, the Moreno Valley Housing Authority, and the Moreno Valley Community Services District, their officers, employees and agents are included as additional insured under this policy and the coverage(s) provided shall be primary insurance and not contributing with any other insurance available to the City of Moreno Valley, the Moreno Valley Housing Authority, and the Moreno Valley Community Services District, its officers, employees and agents, under any third party liability policy

The terms of the insurance policy or policies issued to provide the above coverage shall neither be amended to reduce the required insurance limits and coverages nor shall such policies be canceled by the carrier without thirty (30) days prior written notice by certified or registered mail of amendment or cancellation to the City, except that cancellation for non-payment of premium shall require ten (10) days prior written notice by certified or registered mail. In the event the insurance is canceled, the Contractor shall, prior to the cancellation date, submit new evidence of insurance in the amounts established.

- M. Intellectual Property. Any system or documents developed, produced or provided under this Agreement, including any intellectual property discovered or developed by Contractor in the course of performing or otherwise as a result of its work, shall become the sole property of the City unless explicitly stated otherwise in this Agreement. The Contractor may retain copies of any and all material, including drawings, documents, and specifications, produced by the Contractor in performance of this Agreement. The City and the Contractor agree that to the extent permitted by law, until final approval by the City, all data shall be treated as confidential and will not be released to third parties without the prior written consent of both parties.
- N. Entire Agreement. This Agreement constitutes the entire agreement between the parties. There are no understandings, agreements, or representations of warranties, expressed or implied, not specified in this Agreement. This Agreement applies only to the current proposal as attached. This Agreement may be modified or amended only by a subsequent written Agreement signed by both parties. Assignment of this Agreement is prohibited without prior written consent.
- O. (a) The City may terminate the whole or any part of this Agreement at any time without cause by giving at least ten (10) days written notice to the Contractor. The written notice shall specify the date of termination. Upon receipt of such notice, the Contractor may continue work through the date of termination, provided that no work or service(s) shall be commenced or continued after receipt of the notice which is not intended to protect the interest of the City. The City shall pay the Contractor within thirty (30) days after receiving any invoice after the date of termination for all non-objected to services performed by the Contractor in accordance herewith through the date of termination.
- (b) Either party may terminate this Agreement for cause. In the event the City terminates this Agreement for cause, the Contractor shall perform no further work or service(s) under the Agreement unless the notice of termination authorizes such further work.
- (c) If this Agreement is terminated as provided herein, City may require Contractor to provide all finished or unfinished documents and data and other information of any kind prepared by Contractor in connection with the performance of services under this Agreement. Contractor shall be required to provide such documents and other information within fifteen (15) days of the request.
- (d) In the event this Agreement is terminated in whole or in part as provided herein, City may procure, upon such terms and in such manner as it may determine appropriate, similar to those terminated.
- P. Payment. Payments to the Contractor pursuant to this Agreement will be reported to Federal and State taxing authorities as required. The City will not withhold any sums from compensation payable to Contractor. Contractor is independently responsible for the payment of all applicable taxes. Where the payment terms provide for compensation on a time and materials basis, the Contractor shall maintain adequate records to permit inspection and audit of

the Contractor's time and materials charges under the Agreement. Such records shall be retained by the Contractor for three (3) years following completion of the services under the Agreement.

- Q. Restrictions on City Employees. The Contractor shall not employ any City employee or official in the work performed pursuant to this Agreement. No officer or employee of the City shall have any financial interest in this Agreement in violation of federal, state, or local law.
- R. Choice of Law and Venue. The laws of the State of California shall govern the rights, obligations, duties, and liabilities of the parties to this Agreement, and shall govern the interpretation of this Agreement. Any legal proceeding arising from this Agreement shall be brought in the appropriate court located in Riverside County, State of California.
- S. Delivery of Notices. All notices permitted or required under this Agreement shall be given to the respective parties at the following address, or at such other address as the respective parties may provide in writing for this purpose:

Contractor:

Synergy Companies
90 Business Park Drive
Perris, CA 92571
Attn: Matthew Clark

City:

City of Moreno Valley
14331 Frederick St.
Moreno Valley, CA 92552
Attn: Michael McLellan, FMS Department

Such notice shall be deemed made when personally delivered or when mailed, forty-eight (48) hours after deposit in the U.S. Mail, first class postage prepaid and addressed to the party at its applicable address. Actual notice shall be deemed adequate notice on the date actual notice occurred, regardless of the method of service.

- T. Time of Essence. Time is of the essence for each and every provision of this Agreement.
- U. City's Right to Employ Other Contractors. City reserves right to employ other contractors in connection with this project.
- V. Amendment; Modification. No supplement, modification, or amendment of this Agreement shall be binding unless executed in writing and signed by both parties.
- W. Waiver. No waiver of any default shall constitute a waiver of any other default or breach, whether of the same or other covenant or condition. No waiver, benefit, privilege, or service voluntarily given or performed by a party

shall give the other party any contractual rights by custom, estoppel, or otherwise.

- X. No Third Party Beneficiaries. There are no intended third party beneficiaries of any right or obligation assumed by the parties.
- Y. Counterparts. This Agreement may be signed in counterparts, each of which shall constitute an original.
- Z. Invalidity; Severability. If any portion of this Agreement is declared invalid, illegal, or otherwise unenforceable by a court of competent jurisdiction, the remaining provisions shall continue in full force and effect.
- AA. Assignment or Transfer. Contractor shall not assign, hypothecate, or transfer, either directly or by operation of law, this Agreement or any interest herein without the prior written consent of the City. Any attempt to do so shall be null and void, and any assignees, hypothecates or transferees shall acquire no right or interest by reason of such attempted assignment, hypothecation or transfer.

BB Supplementary General Conditions (for projects that are funded by Federal programs). The following provisions, pursuant to 44 Code of Federal Regulations, Part 13, Subpart C, Section 13.36, as it may be amended from time to time, are included in the Agreement and are required to be included in all subcontracts entered into by CONTRACTOR for work pursuant to the Agreement, unless otherwise expressly provided herein. These provisions supersede any conflicting provisions in the General Conditions and shall take precedence over the General Conditions for purposes of interpretation of the General Conditions. These provisions do not otherwise modify or replace General Conditions not in direct conflict with these provisions. Definitions used in these provisions are as contained in the General Conditions.

1. CONTRACTOR shall be subject to the administrative, contractual, and legal remedies provided in the General Conditions in the event CONTRACTOR violates or breaches terms of the Agreement.
2. CITY may terminate the Agreement for cause or for convenience, and CONTRACTOR may terminate the Agreement, as provided the General Conditions.
3. CONTRACTOR shall comply with Executive Order 11246 of September 24, 1965, entitled Equal Employment Opportunity, as amended by Executive Order 11375 of October 13, 1967, and as supplemented in Department of Labor regulations (41 CFR chapter 60). (All construction contracts awarded in excess of \$10,000 by CITY and/or subcontracts in excess of \$10,000 entered into by CONTRACTOR.)
4. CONTRACTOR shall comply with the Copeland Anti-Kickback Act (18 U.S.C. 874) as supplemented in Department of Labor regulations (29 CFR Part 3) (All contracts and subcontracts for construction or repair.)
5. CONTRACTOR shall comply with the Davis-Bacon Act (40 U.S.C. 276a to 276a7) as supplemented by Department of Labor regulations (29 CFR Part 5).

6. CONTRACTOR shall comply with Sections 103 and 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 327330) as supplemented by Department of Labor regulations (29 CFR Part 5).
7. CONTRACTOR shall observe CITY requirements and regulations pertaining to reporting included in the General Conditions.
8. Patent rights with respect to any discovery or invention which arises or is developed in the course of or under the Agreement shall be retained by the CITY.
9. Copyrights and rights in data developed in the course of or under the Agreement shall be the property of the CITY. FEMA/CalOES reserve a royalty-free, nonexclusive, irrevocable license to reproduce, publish or otherwise use or authorize to others to use for federal purposes a copyright in any work developed under the Agreement and or subcontracts for work pursuant to the Agreement.
10. CONTRACTOR shall provide access by the City, the Federal grantor agency, the Comptroller General of the United States, or any of their duly authorized representatives to any books, documents, papers, and records of the contractor which are directly pertinent to that specific contract for the purpose of making audit, examination, excerpts, and transcriptions.
11. CONTRACTOR shall retain all required records for three years after CITY makes final payments and all other pending matters relating to the Agreement are closed.
12. CONTRACTOR shall comply with all applicable standards, orders, or requirements issued under section 306 of the Clean Air Act (42 U.S.C. 1857(h)), section 508 of the Clean Water Act (33 U.S.C. 1368), Executive Order 11738, and Environmental Protection Agency regulations (40 CFR part 15). (This provision applies to contracts exceeding \$100,000 and to subcontracts entered into pursuant to such contracts.)
13. CONTRACTOR shall comply with mandatory standards and policies relating to energy efficiency which are contained in the State energy conservation plan issued in compliance with the Energy Policy and Conservation Act (Pub. L. 94163, 89 Stat. 871).

SIGNATURE PAGE TO FOLLOW

IN WITNESS HEREOF, the parties have each caused their authorized representative to execute this Agreement.

City of Moreno Valley

Insert Name of Contractor

BY: [Signature]

BY: [Signature]

City Manager

TITLE: President
(President or Vice President)

10/8/17
Date

3 August 2017
Date

BY: [Signature]

TITLE: Marketing Director
(Corporate Secretary)

4 August 2017
Date

INTERNAL USE ONLY

ATTEST:

City Clerk
(only needed if Mayor signs)

APPROVED AS TO LEGAL FORM:

[Signature]
City Attorney
10-9-17
Date

RECOMMENDED FOR APPROVAL:

[Signature]
Department Head
(if contract exceeds 15,000)
10/5/17
Date

Attachment: Synergy Agreement_9_19_2017-EXECUTED (3500 : AMENDMENT TO PROFESSIONAL SERVICES AGREEMENT)

SCOPE OF WORK AND DESCRIPTION OF SERVICES

RESIDENTIAL/COMMERCIAL AUDIT/DIRECT INSTALL PROGRAMS

Regarding:	City of Moreno Valley Residential/Commercial Audit/Direct Install
Prepared For:	Michael McLellan and Tanya Dunlap – Moreno Valley
Date:	7/28/2017
Prepared By:	Matthew Clark – Synergy Companies

VISION

Supplying safe and reliable power through electric efficiency with the highest levels of customer satisfaction is what MVU can look forward to with Synergy Companies. Alignment with MVU's goals and priorities and demonstration of how to implement successful Residential Audit/Direct Install and Commercial Audit/Direct Install programs is the vision. Synergy's professional team is committed to a delightful experience for MVU ratepayers, program staff, and employees.

The bulk of the allocated resources and efforts will be dedicated to the residential sector, however as special needs arise in the small commercial sector Synergy is prepared and ready to service these small commercial ratepayers.

RESIDENTIAL AUDIT/DIRECT INSTALL PROGRAM

Major Implementation Tasks & Subtasks

- **Management**
 - **Web Based Meeting and Workshops:** Ongoing meetings and workshops are hosted and attended by Synergy management to launch services, report how the services are going and improve skills and delivery. We believe the "Best is Yet to Be". These meetings provide opportunities to share recommendations, what is working well and what needs refining.
- **Marketing**
 - **Outreach:** Trained Synergy associates cordially reach out to residents in Moreno Valley by creating a positive presence in a community through meeting with HOA presidents, neighborhood advocates and respected residents, many of which have their home serviced first. These community leaders contact and point Synergy outreach to other residents who are interested in the service. These individuals are found by calling on residents one home at a time.

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Residential/Commercial Audit/Direct Install

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SCOPE OF WORK AND DESCRIPTION OF SERVICES

RESIDENTIAL ACQUISITION INSTALL PROGRAM

Project No.	15-0001
Project Name	Residential Acquisition Install Program
Project Location	City of Aurora, Aurora, Colorado
Project Description	Installation of residential acquisition programs for the City of Aurora.

VISION

The vision for this program is to provide a comprehensive and integrated approach to residential acquisition. This includes the development of a clear and concise strategy for the program, the implementation of that strategy, and the ongoing monitoring and evaluation of the program's performance. The goal is to ensure that the program is effective, efficient, and sustainable.

RESIDENTIAL ACQUISITION INSTALL PROGRAM

The Residential Acquisition Install Program is designed to provide a comprehensive and integrated approach to residential acquisition. This includes the development of a clear and concise strategy for the program, the implementation of that strategy, and the ongoing monitoring and evaluation of the program's performance.

Management

The program will be managed by a dedicated team of professionals with extensive experience in residential acquisition. The team will be responsible for the development and implementation of the program, as well as the ongoing monitoring and evaluation of the program's performance. The team will work closely with the City of Aurora to ensure that the program is aligned with the City's goals and objectives.

Reporting

The program will provide regular reports to the City of Aurora, detailing the progress of the program and the results of the program's performance. These reports will include information on the number of units acquired, the amount of funds raised, and the overall impact of the program on the City's housing market. The reports will also include recommendations for program improvements and next steps.

- **Promotional Activities:** Articles in local newspapers, landing page on Moreno Valley website, mailers, yard signs, door hangers, social media all help to build awareness and lend credence to the services. Synergy's marketing department will prepare these marketing pieces and work with Moreno Valley staff for review and approval.
- **Scheduling**
 - **Data Entry:** Moreno Valley customer information is transferred from the field to the scheduling staff via Synergy's encrypted email system powered by Google Apps for Business. The customer data is entered into Synergy's proprietary scheduling and production data capture tool called Synergy Tech System. Moreno Valley staff can have their own personal log-in to check on the status of the jobs.
 - **Dispatching:** Synergy technicians report the outcome of each appointment to the dispatcher so that the proper next steps are taken with the customer. For example, (reschedule appointment, schedule the attic insulation visit, etc.)
- **Production**
 - **In-Home Energy Audits:** Building upon experience with Imperial Irrigation District and Colton Electric Audit programs, Synergy technicians conduct these evaluations using iPads with Adobe Forms and Fluix applications to gather the data, generate reports and email Moreno Valley customers their own copy of the audit report. The focus will be engaging the customer to increase their understanding of their energy use and provide recommendations for them to consider.

The data collected during the survey will include and inventory, key efficiency determining characteristics and where feasible, building or equipment age, for the following:

- Building Envelope
- Indoor and Outdoor Lighting
- Heating and Cooling Equipment (Central and Portable equipment)
- Water Heater
- Refrigerator(s) & Self-standing Freezer(s)
- Appliances
- Televisions and related home entertainment equipment (e.g., AV equipment, Set-Top Boxes, Game Consoles, DVRs, standard or smart power strip)
- Computers & Home Office Peripherals
- Spa & Pool Equipment



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Professional services... shall be provided by the Contractor... The Contractor shall be responsible for the design and construction of the project... The Contractor shall be responsible for the design and construction of the project...

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- Other Miscellaneous Loads observed (e.g., dehumidifier, hot water recirculation pump, medical equipment, wine chillers).
- **Electric Measure Installations:** Lighting, HVAC and plug load measures are installed in one seamless visit. Synergy technicians are BPI certified and trained to do all measures and their vehicles are equipped with all necessary tools and products. Once completed the Synergy technician schedules the attic insulation appointment with the customer.
- **Attic Insulation:** The attic insulation installer builds barriers around all heat producing devices and then blows an even layer of blow-in fiberglass insulation.
-
- **Tracking and Reporting**
 - **Customer Satisfaction:** Synergy utilizes a third party independent company, EEI, to evaluate customer satisfaction and how likely they would refer the service to a friend or neighbor leading to a net promoter score. EEI will be instructed to ask customers how likely they are to pursue additional energy saving measures and the responses will be recorded and shared with Moreno Valley designated staff.
 - **Distribution of Evaluations:** In the event the Moreno Valley customer does not have an active email address, a Synergy associate will mail a hard copy of the evaluation to the customer in a stamped envelope.
 - **Key Performance Indicator Reports:** Synergy Tech System generates key performance indicator reports that track energy savings to date, budget spent to date and other important data points that ensure the effort stays within budget and meets or exceeds energy savings goals. This data is available in excel and .pdf formats. Reports will be generated monthly and at the end of the fiscal year.
- **Invoicing**
 - **Audit Job Submissions:** Each job is audited to ensure accuracy and correctness of customer information and measures installed prior to adding to an invoice.
 - **Prepare Invoices:** Invoices include signed customer authorizations, measures installed by address, summary of energy savings and budget spent (amount to pay).
- **Data Procedures**
 - **IT Department:** Synergy has a fully staffed IT department with IT director. This team is responsible for protecting and securing sensitive program data including but not limited to customer account and status, energy consumption billing history, and if available, residence information and past



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rebate participation. Each Synergy employee has a company email account that is based on the encrypted Google Apps for business platform. Cloud storage is also hosted on the encrypted Google Apps for business platform. Google forces HTTPS (Hypertext Transfer Protocol Secure) for all transmissions between users and Google Apps services and uses Perfect Forward Secrecy (PFS) for all its services. Google also encrypts message transmissions with other mail servers using 256-bit Transport Layer Security (TLS) and utilizes 2048 RSA encryption keys for the validation and key exchange phases. This protects message communications when client users send and receive emails with external parties also using TLS.

- **Remotely Wipe:** Synergy's IT department is able to remotely wipe Synergy employee devices and accounts if the devices are lost or stolen or if accounts are logged into by a threat.
- **FLUIX and Synergy Tech System:** These applications automatically remove sensitive customer data from Synergy technician devices after jobs are completed and submitted.
- **Quality Control**
 - **Quality Production Managers:** To ensure high production quality and customer satisfaction Synergy employees full time quality production managers that inspect a minimum of 5% of all jobs completed on the program. The QPMs also actively resolve customer questions and concerns regarding workmanship and warranty.
 - **Product and Installation Warranty:** Synergy offers a no-hassle 1-year warranty for labor and 3-year warranty on materials. If there are any problems, we will quickly resolve it. We treat people right and make sure they are happy with the products, the program, PWP, and Synergy.

MEASURE AND COST EVALUATION



Measure Prices -
Residential Energy /

The installation of these measures provides proven and cost-effective energy savings for years. **Energy Savings Validation:** It is Synergy's preference to agree from the beginning of the program on energy savings based upon the CMUA TRM or DEER database, CPUC approved workpapers, or similarly verifiable approved reliable energy savings.

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Residential/Commercial Audit/Direct Install

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The project is a multi-phase effort to modernize the company's IT infrastructure. The project is being managed by the IT department and is expected to be completed by the end of 2017. The project is being managed by the IT department and is expected to be completed by the end of 2017. The project is being managed by the IT department and is expected to be completed by the end of 2017.

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MEASUREMENT COST EVALUATION

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MEASUREMENT COST EVALUATION

The project is a multi-phase effort to modernize the company's IT infrastructure. The project is being managed by the IT department and is expected to be completed by the end of 2017. The project is being managed by the IT department and is expected to be completed by the end of 2017. The project is being managed by the IT department and is expected to be completed by the end of 2017.

We are also open to other methods of tracking and reporting measures like Pay for Performance Savings. One approach to consider would be a Hybrid approach that includes both *Deemed* and *Performance Energy Savings Validation* depending on the measures installed.

Proven Technologies: The proposed measures in this program are proven technologies currently being used in both residential and commercial markets.

COMMERCIAL AUDIT/DIRECT INSTALL PROGRAM

KEY FEATURES

Leveraging with Synergy/SoCalGas Small Commercial Gas Solutions Program: The program will be delivered to all small business sub-segments (assisted living facilities, churches, schools, restaurants, lodging facilities, and multifamily properties with common areas) in the MVU service territory. In one seamless visit, this program will be leveraged with the SoCalGas Small Business Gas Solutions Program, awarded exclusively to Synergy Companies in 2016, offering MVU small businesses unparalleled comprehensiveness and benefit.

These are two separate programs coming together in one seamless visit maximizing the customer's overall experience.

DISTINGUISHING POINTS

Synergy has a long history of implementing Commercial Direct/Multifamily Install programs with IOUs and SCPPA.

- Imperial Irrigation District Small Commercial Direct Install Program
- San Diego Gas and Electric Small Commercial Direct Install Program
- SoCalGas Small Commercial Gas Solutions Program
- San Diego Gas and Electric Multifamily Program
- Riverside Public Utility Commercial Common Area Program
- Colton Electric Small Commercial Direct Install Program

SERVICE PLAN

Service Plan Objectives

Synergy is ready to deliver to MVU the objectives of partnering with a capable firm to develop and implement a direct-install commercial program that will serve as an entry point for commercial customers to evaluate their energy performance, install energy saving measures, and



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...the ability to...
...energy...
...technology...

COMMERCIAL AUDIT/DIRECT INSTALL PROGRAM

KEY FEATURES

...with...
...program...
...energy...
...audit...
...install...

...to...
...energy...
...audit...
...install...

QUALITY ASSURANCE POINTS

- ...with...
- ...energy...
- ...audit...
- ...install...
- ...program...
- ...energy...
- ...audit...
- ...install...

STAYING POWER

...to...
...energy...
...audit...
...install...

identify additional savings opportunities. Two key performance metrics that will be fulfilled are 1. ensuring participating customers are satisfied with their involvement with this program and 2. assisting customers to see the benefit of further reducing their energy use.

Major Program Implementation Tasks & Subtasks



The diagram above outlines the service plan from a high level.

Synergy Companies will begin by working to identify the businesses that will provide the best overall outcome in terms of the program’s goals and objectives. Co-branded outreach materials will then be designed to promote the program in a way that is appealing, easily understood, and helpful for those businesses within the target communities. These marketing pieces will be distributed directly by a badged Synergy representative who will be visiting small businesses in order to provide the energy audits. Synergy’s customer database (STS) will be used to retain customer contact information as well as the services provided at any given location. Routine inspections will take place to ensure that work quality meets standards expected to be met by both MVU and Synergy Companies. The final step will consist of invoicing the completed project.

CUSTOMER/MARKET BARRIERS

There are a number of barriers to participating in energy efficiency programs. These barriers are listed below.

- 1. Business Size - They often lack dedicated human resources to shepherd projects through the EE participation process;

Attachment: Synergy Agreement_9_19_2017-EXECUTED (3500 : AMENDMENT TO PROFESSIONAL SERVICES AGREEMENT)

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Energy services and equipment. Two key components of this program are the energy audits and the energy audits. The energy audits are conducted by the program staff and the energy audits are conducted by the program staff.

Major Program Implementation Tasks & Schedule

The program will be implemented in a phased manner. The first phase will be the energy audits. The second phase will be the energy audits. The third phase will be the energy audits. The fourth phase will be the energy audits. The fifth phase will be the energy audits. The sixth phase will be the energy audits. The seventh phase will be the energy audits. The eighth phase will be the energy audits. The ninth phase will be the energy audits. The tenth phase will be the energy audits.

CUSTOMER MARKET BARRIERS

There are several barriers to market penetration. These barriers are: 1. Lack of information. 2. Lack of resources. 3. Lack of incentives. 4. Lack of support. 5. Lack of trust. 6. Lack of awareness. 7. Lack of education. 8. Lack of skills. 9. Lack of motivation. 10. Lack of confidence.

2. Language – Sometimes, the primary language spoken by business owners is not English;
3. Available Capital - They lack the capital to spend on EE projects;
5. Familiarity with EE – They don't believe that energy efficiency improvements will make much of a difference to their bottom line and have a difficult time seeing how the benefits to their organization exceed the costs.

In addition to barriers listed above there are also barriers associated with no cost programs. These are the perceived risk due to "Nothing is for Free or What's the Catch" thoughts; and the perceived risk due to a not so delightful experience with past utility programs. Studies have shown that most organizations engage in the buying decision with the "low risk provider" and not necessarily the low-cost provider.

CUTTING-EDGE RECRUITING TECHNIQUES

Synergy uses the "Whole Neighborhood Approach" for the majority of the small business sub-segments. This approach consists of targeting a tight geographic area. The technician places a sign near the work vehicle notifying the businesses around of the program taking place as the auditor reaches out to businesses and enrolls them in the program. This approach works well in commercial shopping centers and small commercial business parks.

This above described technique is enhanced when done in conjunction with SoCalGas Local Government Partnerships that include the City of Moreno Valley. These partnerships add tremendous credence to the program.

CUSTOMER/MARKET SOLUTIONS

Market Transformation: Establishing a new-found appreciation and value for energy efficiency with each customer experience is one of the marketing plan goals. The MVU small commercial no cost measures will be an entry point for small business customers to begin the process of making their businesses more energy efficient and their operators more cognizant of the benefits of energy efficiency and water conservation. As a result, at the appropriate time, some participants may purchase deeper and wider measures like high seer air conditioning units, roof top solar, tankless water heaters, boilers, commercial kitchen appliances and pool heaters for example.

Multilingual: Language is not a barrier for Synergy. Most associates speak Spanish as a first or second language. There are associates that speak Vietnamese, Czech, Portuguese and even Hungarian.

Credibility: Synergy has found ways to overcome resistance to NO COST direct install measures through the "Whole Neighborhood Approach" for small businesses and through the helpful SoCalGas staff of the SoCalGas Local Government Partnerships.



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of 2.0 percent to their business - could mean a significant loss of revenue for the business. The business would have to pay the cost of the business and the cost of the business.

to ensure to ensure that the business is not affected by the business. The business would have to pay the cost of the business and the cost of the business.

ETHICAL AND BUSINESS TECHNIQUES

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CUSTOMER SERVICE SOLUTIONS

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the business would have to pay the cost of the business and the cost of the business. The business would have to pay the cost of the business and the cost of the business.

Leveraging: Weaving in no cost direct install gas measures from the SoCalGas Small Commercial Gas Solutions program boosts the program's perceived value and offering to the customer. Water heater pipe insulation, swimming pool covers, water heater tank insulation, laminar flow restrictors and tankless water heaters offered by Synergy are very appealing and as a result, may open doors where electric measures may not. The SoCalGas Small Commercial Gas Solutions program will be around at least through 2019.

PROPOSED MARKETING APPROACH

Synergy Companies has decades of experience reaching out to thousands of utility customers, both commercial and residential, in order to create awareness of available utility programs as well as assist customers in making the decision to move forward. Because of this experience gained, Synergy Companies has achieved great insights into typical customer responses and reactions upon learning about these types of no-cost services. With this mature understanding of the utility customers and any doubts and concerns that they may have in terms of program participation, Synergy knows how to help them understand the value and legitimacy of the services being offered as well as the benefits that come as a result from program participation.

TELLING THE CUSTOMER'S STORY

In terms of marketing and outreach methods, the story of each project begins with identifying who and where the customer is. Synergy's strategy will be to identify which customers are to be targeted, based on program needs, savings, and customer circumstances, and then to help each customer along their own journey to energy and water savings. The end goal is that the customer's journey will not only result in greater savings but will empower the customer with a deeper understanding of how energy and water are being used in his or her own business and what things can be done to successfully continue down the path of energy and water efficiency. Through this new lens provided by Synergy Companies, the customer will see his or her business as a system with working parts and will therefore understand the need for a comprehensive package of measures to be performed and will act accordingly. Essentially, Synergy Companies' strategy is to help the business owner become the hero in his or her own story. Synergy Companies simply serves as the expert or guide to help them through the process from start to finish.

MARKETING MATERIALS – ESTABLISH CREDIBILITY

In order to establish itself as a credible guide in the customer's mind, Synergy Companies understands the importance of using professional and well-designed marketing pieces in order to help establish legitimacy and confidence in the program being offered. These pieces will be designed with the business owner in mind so that they address questions or reservations that the customer may have in terms of participation. The strategy involves making these pieces as easy to understand as possible for someone who is not familiar with all of the terms and concepts discussed within the energy industry. Synergy Companies will design a flyer and/or brochure, for



...the project will be completed by the end of 2017. The project will be completed by the end of 2017. The project will be completed by the end of 2017. The project will be completed by the end of 2017.

PROPOSED MARKETING APPROACH

The proposed marketing approach is designed to increase awareness and engagement with the project. This approach will be implemented through a combination of digital marketing, public relations, and community outreach. The project will be completed by the end of 2017.

TAKING THE NEXT STEPS

The next steps for the project include finalizing the budget, securing funding, and launching the marketing campaign. The project will be completed by the end of 2017. The project will be completed by the end of 2017. The project will be completed by the end of 2017.

MARKETING MATERIALS - ESTABLISH CREDIBILITY

Marketing materials will be developed to establish credibility and build trust with the community. This includes press releases, fact sheets, and social media content. The project will be completed by the end of 2017.

distribution, which will help make the steps in the process, for participating in the program, seem as easy 1, 2, 3.

CO-BRANDING

Being that MVU is already viewed by the customer as a legitimate and trusted source that can serve as a second witness as to the legitimacy of these types of no-cost programs, Synergy will ensure that the marketing pieces are designed to incorporate both Synergy Companies' and MVU logos. This helps the customer understand and feel at ease knowing that MVU is behind the program. With Synergy Companies' logo also present on the marketing pieces, the customer is then more comfortable working with Synergy's badged representative as a guide through the process.

DIRECT OUTREACH

The primary method of distributing these marketing pieces, which will consist of flyers and/or brochures, will take place through direct outreach by a badged representative. Again, with Synergy's strategy of being the trusted guide in the customer's journey, this is crucial to be able to have a face-to-face visit, along with credible marketing pieces that will help the customer have a more intimate experience with the program and its benefits versus simply receiving information by mail or phone. This outreach method also helps to overcome a barrier often faced in this type of marketing which is that of getting to the decision maker. By reaching out directly to the business in person, it is much more effective in establishing a connection with the "gatekeepers" who, although they may not ultimately make the final decision, will play a vital role in being able to present program information to the one who can actually make the decision to participate.

STREAMLINED PROCESS

Synergy Companies has a powerful outreach model which allows for a badged representative to do multiple steps all in one visit in order to reduce the amount of time that a project may take from start to finish. The representative will be prepared on the spot to introduce the program to the customer and then perform an onsite energy audit. Upon completion of the energy audit, and with the customer's approval to move forward, an appointment will then be scheduled for the actual work to be done shortly thereafter. This approach not only assists to complete projects within a timely manner but also serves as an effective strategy to help commit the customer to engage in a working relationship with Synergy Companies in order to see the project all the way through. This type of commitment upfront demonstrates that the customer sees the value in the services being offered and therefore any concerns at this point will likely be questions that need to be answered rather than objections to be overcome. At this point, the representative is no longer perceived as a salesman but as an expert to help them reach their goal of energy savings and upgrades.



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... the project, the project manager will be responsible for the overall management of the project, including the development of the project charter, the project management plan, the project schedule, the project budget, the project risk management plan, the project communication management plan, the project stakeholder management plan, the project quality management plan, the project human resource management plan, the project procurement management plan, and the project closing management plan. The project manager will also be responsible for the day-to-day management of the project, including the coordination of the project team, the monitoring and control of the project, and the reporting of the project status to the project sponsor and the steering committee.

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DIVERSE NEEDS

With a diverse customer base, it is important to be able to adapt as much as possible to the respective needs of each business. Synergy Companies is mindful of these types of needs and works to cater to those needs in order to help the project go as smoothly and successfully as possible. Synergy has bilingual representatives in all of its departments and is therefore able to help many of the customers feel more comfortable in knowing exactly how the program operates and how the work that will be performed.

REFERRALS

Synergy Companies' objective is to always achieve a high level of customer satisfaction. Aside from being the right way to do business, this goal also allows for additional opportunities to further promote the program. After completing the work, Synergy Companies follows up with many of its customers to ensure that they had a delightful experience and to ask them who else we might visit to help them with their energy efficiency needs. Because of the trust established and the high level of customer service provided, many customers are willing to refer others to the program. This is a huge indicator of the overall success that results from the strategies implemented by Synergy Companies.

PARTNERSHIPS

Over the years, Synergy Companies has established relationships and worked with a large number of partnerships. Some examples of these partnerships include local government agencies, municipalities, energy-efficiency organizations, and the American Red Cross. This not only adds a unique way of setting Synergy Companies apart and establishing credibility but helps to leverage other resources and programs that add additional for the customers participating and can help with increasing overall participation.

WALK-THROUGH ELECTRIC SITE AUDITS

Building upon experience with Imperial Irrigation District and Colton Electric Audit programs, Synergy auditors conduct these evaluations using iPads with Adobe Forms and Fluix applications to gather the data, generate reports and email MVU small business customers their own copy of the evaluation report right on the spot. The focus will be on engaging the customer to increase their understanding of their energy and water use and provide recommendations for them to consider from list of options.

The data collected during the evaluation will include and inventory, key efficiency determining characteristics and where feasible, building or equipment age, for the following:

- HVAC Equipment
- Toilets, Urinals, Faucet Aerators, Showerheads
- Coolers, Freezers
- Vending Machines



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With a focus on the future, the intent of this report is to provide a clear and concise overview of the current state of the business and to identify key areas for improvement. The report is intended to provide a clear and concise overview of the current state of the business and to identify key areas for improvement.

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- Building Envelope
- Indoor and Outdoor Lighting
- Heating and Cooling Equipment (Central and Portable equipment)
- Water Heater
- Boiler
- Pool Heater
- Commercial Kitchen Appliances
- Computers & Home Office Peripherals
- Spa & Pool Equipment
- Other Miscellaneous Loads observed (e.g., dehumidifier, hot water recirculation pump, medical equipment, anything else MVU would like).

DELIVERABLES

Below is a list of program deliverables:

1. Electric Measures: All feasible electric conservation measures will be installed in the MVU customer's business.
2. Customer Authorization Form: Each participating customer signs a customer authorization form at the conclusion of the energy evaluation.
3. Energy Evaluation: Each participating customer and MVU receives an electronic or hard copy energy evaluation.
4. Invoices: MVU will receive invoices summarizing the measures installed by address and a summary of energy savings, summary of water savings, and budget spent.
5. Reports: Monthly key performance indicator reports are provided on a monthly basis and a final report for the July 1 to June 30 fiscal year.

TIMEFRAMES

1. Marketing and Scheduling: Interested MVU business customers are scheduled typically one to two days from the date of initial contact with Synergy outreach for the Synergy technician to provide the evaluation and delivery of all feasible program measures.
2. Production: The Synergy technician arrives performs the evaluation, installs all feasible measures.

The customer receives program services 2 to 4 business days from initial outreach contact. Synergy Vehicles are able to carry all necessary electric measures to get the job done.

3. Invoicing: Synergy is able to invoice bi-weekly or monthly, whichever is preferred.
4. Tracking and Reporting: Synergy will document customer evaluation and survey results and provide MVU monthly reports tracking customer participation, energy, water and potential cost savings.
5. Quality Control: 10% of the jobs are randomly selected for inspection.



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WORK REQUIREMENTS

Synergy holds the below list of licenses to meet the programs broad work requirements.

License Classification	Description
B	General Building Contractor
C2	Insulation and Acoustical
C10	Electrical
C17	Glazing
C20	HVAC
C36	Plumbing
C46	Solar
ASB	Asbestos

PROGRAM DEVELOPMENT TASKS

1. Create a MVU Energy Evaluation Template for iPad applications.
2. Program Synergy Tech System to incorporate the MVU commercial direct install services, energy measures and reports.
3. Collaborate with MVU staff to draft and finalize an implementation plan: final program design, program goals and performance metrics, marketing and outreach plan, program workflow and a standard operating procedure and policy manual.
4. Train Synergy staff on program goals, objectives and implementation plan.
5. Hold kick-off meeting with MVU staff.
6. Hold on-site field visit with MVU staff to observe the work being performed.


MEASURE AND COST EVALUATION



Proposed MVU
SBDI Program Desig

The installation of these measures provides proven and cost-effective energy savings for years. **Energy Savings Validation:** It is Synergy’s preference to agree from the beginning of the program on energy savings based upon the CMUA TRM or DEER database, CPUC approved workpapers, or similarly verifiable approved reliable energy savings.

Attachment: Synergy Agreement_9_19_2017-EXECUTED (3500 : AMENDMENT TO PROFESSIONAL SERVICES AGREEMENT)



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WORK REQUIREMENTS

Identify below the work list of activities to be performed during the project period with resources as follows:

Activity	Duration
Project Management	100
Site Assessment	100
Design	100
Construction	100
Commissioning	100
Operation and Maintenance	100

PROPOSED PROJECT TASKS

1. The project will consist of the following tasks:
2. The project will consist of the following tasks:
3. The project will consist of the following tasks:
4. The project will consist of the following tasks:
5. The project will consist of the following tasks:
6. The project will consist of the following tasks:

MEASUREMENT AND EVALUATION

The project will consist of the following tasks:

The project will consist of the following tasks:

The project will consist of the following tasks:

The project will consist of the following tasks:

The project will consist of the following tasks:

The project will consist of the following tasks:

We are also open to other methods of tracking and reporting measures like Pay for Performance Savings. One approach to consider would be a Hybrid approach that includes both *Deemed* and *Performance* Energy Savings Validation depending on the measures installed.

Proven Technologies: The proposed measures in this program are proven technologies currently being used in both residential and commercial markets.



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We are pleased to offer you this opportunity to provide your input on the proposed
 services. The information you provide will be used to help us understand your
 needs and to develop a service plan that meets your needs.

Below are some of the questions we would like to ask you. Please take the time to
 provide your input. Your input is important to us.

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QUALIFICATIONS

Program #1 Name:		SDGE Small Business Direct Install				
Customer:		SDG&E				
Summary of Work:		DI HVAC, Lighting, Coolers and Freezers				
Year Started:		2012				
Year Completed:		2016				
Savings (kWh)		% Firm was Responsible	Customer Satisfaction	Costs (\$)		
Goal	Actual			Goal	Actual	
NA	35,142,857	33%	99%	24 MM	24 MM	
Program #2 Name:		Imperial Irrigation District "Open for Business"				
Customer:		Imperial Irrigation District				
Summary of Work:		DI HVAC, Lighting, Coolers and Freezers				
Year Started:		2012				
Year Completed:		2014				
Savings (kWh)		% Firm was Responsible	Customer Satisfaction	Costs (\$)		
Goal	Actual			Goal	Actual	
21,723,996	21,723,996	100%	99%	6 MM	6 MM	
Program #3 Name:		Colton Small Business Direct Install				
Customer:		Colton Electric				
Summary of Work:		DI HVAC and Lighting				
Year Started:		2015				
Year Completed:		Ongoing				
Savings (kWh)		% Firm was Responsible	Customer Satisfaction	Costs (\$)		
Goal	Actual			Goal	Actual	
243,902	100%	100%	99%	200,000	200,000	
Program #4 Name:		IRWD One Stop Shop Program				
Customer:		Irvine Ranch Water District				
Summary of Work:		DI Toilets, Showerheads and Aerators				
Year Started:		2015				
Year Completed:		Ongoing				
Savings (water acre feet)		% Firm was Responsible	Customer Satisfaction	Costs (\$)		
Goal	Actual			Goal	Actual	
NA	16 Ac. Ft	100%	99%	580,000	580,000	



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Line Item	Description	Unit	Quantity	Rate	Total
1	Professional Services				
1.1	Project Management				
1.1.1	Project Management - Phase I				
1.1.1.1	Project Management - Phase I - Subcontractor				
1.1.1.1.1	Project Management - Phase I - Subcontractor - Item 1				
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INDUSTRY REFERENCES

Reference 1:	
Program #1 Name:	SDGE Small Business Direct Install Program
Company Name:	San Diego Gas and Electric
Contact Name:	Alden Kwok
Contact Title:	Program Manager
Contact Phone:	858-636-5775
Contact Email:	ckwok@semprautilities.com
Reference 2:	
Program #2 Name:	Imperial Irrigation District "Open for Business" Program
Company Name:	Imperial Irrigation District
Contact Name:	Joe Denton
Contact Title:	Program Manager
Contact Phone:	760-482-3682
Contact Email:	jadenton@iid.org
Reference 3:	
Program #3 Name:	Colton Small Business Direct Install
Company Name:	Colton Electric
Contact Name:	Jessica Sutorus
Contact Title:	Environmental Conservation Supervisor
Contact Phone:	909-370-5561
Contact Email:	jsutorus@coltonca.gov
Reference 4:	
Program #4 Name:	IRWD One Stop Shop
Company Name:	Irvine Ranch Water District
Contact Name:	Amy McNulty
Contact Title:	Water Efficiency Manager
Contact Phone:	949-453-5634
Contact Email:	mcnulty@irwd.com
Reference 5:	
Program #5 Name:	Small Commercial Gas Solutions
Company Name:	SoCalGas
Contact Name:	Tamie Chuong
Contact Title:	Program Manager
Contact Phone:	213-244-4646
Contact Email:	tchuong@semprautilities.com



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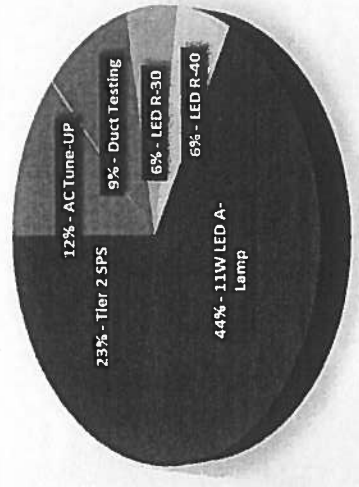
Item	Description	Quantity	Unit	Price	Total
1	Professional Services Agreement	1	Year	\$10,000.00	\$10,000.00
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9
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MVU - Residential Audit & Direct Install Program		Source	CZ	EUL	Unit	Price	Annual kWh Savings	kW	Measure Quantity Per Home	Total Price	Total kWh	Total kw	\$/kWh
In Home Energy Audit													
AC Tune Up (Refrigerant Charge and Coil Clean) - Single Family		CMUA TRM 2016	10	5	per home	\$49.00	0	0.000	1	\$49.00	0	0.0	
AC System Filter Change (Airflow Adjustment) - Single Family		CMUA TRM 2016	10	5	per system	\$55.00	94	0.179	3	\$165.00	282	0.5	\$0.59
Duct Testing and Seal - Single Family		DEER 2011	10	5	per system	\$20.00	5	0.009	1	\$20.00	5	0.0	\$4.00
LED R-30		DEER 2011	10	5	per lamp	\$365.99	212	0.437	1	\$365.99	212	0.4	\$1.73
LED R-40		DEER 2011	10	12	per lamp	\$26.00	125	0.040	1	\$26.00	125	0.0	\$0.21
11W LED A-Lamp		DEER 2011	10	12	per lamp	\$36.00	125	0.040	1	\$36.00	125	0.0	\$0.29
Tier 2 Smart Powerstrip		CallPlug/Workpaaper	10	12	per lamp	\$18.23	125	0.040	8	\$145.84	1,000	0.3	\$0.15
			10	8	per plug	\$110.00	346		1.5	\$165.00	519	0.0	\$0.32
			10							\$0.00	0	0.0	\$0.00
			10							\$0.00	0	0.0	\$0.00
									TOTAL	\$972.83	2,268.00	1.38	\$ 0.43

Budget \$ 5,000.00
 Time Period 10/1/16 to 12/31/16
 Average Unit Cost (Forecast) \$972.83
 Units Treated (Forecast) 5
 \$/kWh \$ 0.43
 \$/kw \$703.42

Measure kWh Reduction Contribution % Per Home



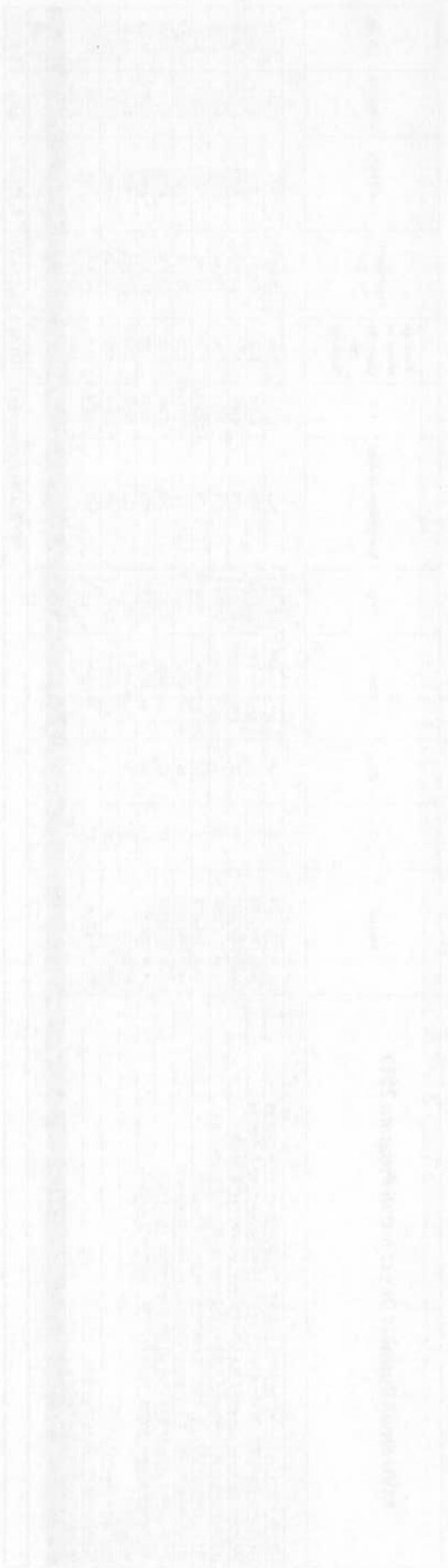
- AC Tune Up (Refrigerant Charge and Coil Clean) - Single Family
- AC System Filter Change (Airflow Adjustment) - Single Family
- Duct Testing and Seal - Single Family
- LED R-30
- LED R-40
- 11W LED A-Lamp
- Tier 2 Smart Powerstrip



Item	Description	Quantity	Unit	Price	Total
1	Professional Services Agreement	1	Year	\$10,000.00	\$10,000.00
2	Amendment to Professional Services Agreement	1	Year	\$10,000.00	\$10,000.00
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Attachment: Synergy Agreement_9_19_2017-EXECUTED (3500 : AMENDMENT TO PROFESSIONAL SERVICES AGREEMENT)

MVU Small Business Direct Install Program 2017		Source	CZ	EUL	Unit	Price	Annual kWh Savings	kW	Average Measure Quantity per Business	Total Spend Per Unit	Total kWh	Total kW	\$/kWh
T12 Fluorescent to LED - Delamp 4 foot, 4-lamp to 2-lamp w/new driver & recycling	CMUA TRM 2014	10	12	per luminaire	\$159.63	611	0.116	1.00	\$159.63	611	0.116	\$0.26	
T12 Fluorescent to LED - Delamp 4 foot, 3-lamp to 2-lamp w/new driver & recycling	CMUA TRM 2014	10	12	per luminaire	\$159.63	465	0.088	0.25	\$39.91	116	0.022	\$0.34	
T8 Fluorescent to LED - Delamp 4 ft, 4-lamp to 2-lamp w/new driver & recycling	CMUA TRM 2014	10	12	per luminaire	\$159.63	418	0.079	9.00	\$1,436.67	3,765	0.713	\$0.38	
T8 Fluorescent to LED - Delamp 4 ft, 3-lamp to 2-lamp w/new driver & recycling	CMUA TRM 2014	10	12	per luminaire	\$159.63	273	0.052	0.50	\$79.82	136	0.026	\$0.59	
T8 Fluorescent to LED - 4 ft, 2-lamp to 2-lamp w/new driver & recycling	CMUA TRM 2015	10	12	per luminaire	159.63	123	0.02332	0.25	\$39.91	31	0.006	\$1.30	
T8 Fluorescent to LED - 4 ft, 1-lamp to 1-lamp w/new driver & recycling	CMUA TRM 2016	10	12	per luminaire	108.59	71	0.01344	0.25	\$27.15	18	0.003	\$1.53	
LED Screw-in A-Lamp 11 Watt - Replaces 60 W Incandescent Light Bulb	CMUA TRM 2014	10	12	per lamp	\$18.23	230	0.044	6.00	\$109.38	1,380	0.262	\$0.08	
LED Screw-in A-Lamp 13 Watt - Replaces 100 W Incandescent Light Bulb	CMUA TRM 2014	10	12	per lamp	\$22.80	409	0.077	5.00	\$114.00	2,045	0.387	\$0.06	
AC Tune-Up	DEER 2011	10	3	per ton	\$55.00	120	0.094	5.00	\$275.00	600	0.470	\$0.46	
Duct Test & Seal Per System	DEER 2011	10	5	per system	\$370.50	200	0.084	0.50	\$185.25	100	0.042	\$1.86	
PC Emberrplug for Office Computers	SDSU Field Trial	10	8	per plug	\$110.00	529	0.058	1.00	\$110.00	529	0.058	\$0.21	
Energy Audit, Education & Report					\$95.00				\$95.00	0	0.000		
Per Business Averages										9,331.25	2.10	\$ 0.276	
TOTAL										\$2,576.71	9,331.25	2.10	\$ 0.276



Attachment: Synergy Agreement_9_19_2017-EXECUTED (3500 : AMENDMENT TO PROFESSIONAL SERVICES AGREEMENT)



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
05/04/2017

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Marsh USA Inc One Towne Square, Suite 1100 Southfield, MI 48076 Attn: DetroitGroupCaptive certrequest@marsh.com 00250 -GAWU-17-18	CONTACT NAME: PHONE (A/C, No, Ext): _____ FAX (A/C, No): _____ E-MAIL ADDRESS: _____ <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 80%;">INSURER(S) AFFORDING COVERAGE</th> <th style="width: 20%;">NAIC #</th> </tr> </thead> <tbody> <tr> <td>INSURER A : Zurich American Insurance Company <i>A+(XV)CA</i></td> <td>16535</td> </tr> <tr> <td>INSURER B : N/A</td> <td>N/A</td> </tr> <tr> <td>INSURER C : American Zurich Insurance Company <i>A+(XV)CA</i></td> <td>40142</td> </tr> <tr> <td>INSURER D :</td> <td></td> </tr> <tr> <td>INSURER E :</td> <td></td> </tr> <tr> <td>INSURER F :</td> <td></td> </tr> </tbody> </table>	INSURER(S) AFFORDING COVERAGE	NAIC #	INSURER A : Zurich American Insurance Company <i>A+(XV)CA</i>	16535	INSURER B : N/A	N/A	INSURER C : American Zurich Insurance Company <i>A+(XV)CA</i>	40142	INSURER D :		INSURER E :		INSURER F :	
INSURER(S) AFFORDING COVERAGE	NAIC #														
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INSURER B : N/A	N/A														
INSURER C : American Zurich Insurance Company <i>A+(XV)CA</i>	40142														
INSURER D :															
INSURER E :															
INSURER F :															
INSURED Eagle Systems International, Inc dba Synergy Companies 28436 Satellite St Hayward, CA 94545															

COVERAGES **CERTIFICATE NUMBER:** CHI-007007105-10 **REVISION NUMBER:** 7

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS																								
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input checked="" type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC OTHER:			GL03486665-14 ✓	04/01/2017	04/01/2018 ✓	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>EACH OCCURRENCE</td><td style="text-align: right;">\$</td><td style="text-align: right;">1,000,000</td></tr> <tr><td>DAMAGE TO RENTED PREMISES (Ea occurrence)</td><td style="text-align: right;">\$</td><td style="text-align: right;">500,000</td></tr> <tr><td>MED EXP (Any one person)</td><td style="text-align: right;">\$</td><td style="text-align: right;">10,000</td></tr> <tr><td>PERSONAL & ADV INJURY</td><td style="text-align: right;">\$</td><td style="text-align: right;">1,000,000</td></tr> <tr><td>GENERAL AGGREGATE</td><td style="text-align: right;">\$</td><td style="text-align: right;">2,000,000</td></tr> <tr><td>PRODUCTS - COMP/OP AGG</td><td style="text-align: right;">\$</td><td style="text-align: right;">2,000,000</td></tr> <tr><td></td><td style="text-align: right;">\$</td><td></td></tr> </table>	EACH OCCURRENCE	\$	1,000,000	DAMAGE TO RENTED PREMISES (Ea occurrence)	\$	500,000	MED EXP (Any one person)	\$	10,000	PERSONAL & ADV INJURY	\$	1,000,000	GENERAL AGGREGATE	\$	2,000,000	PRODUCTS - COMP/OP AGG	\$	2,000,000		\$				
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AGGREGATE	\$																														
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C	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below Y/N N/A			WC3486664-14 (Does not apply to Monopolistic States [ND, OH, WA, and WY] Puerto Rico, or the Virgin Islands)	04/01/2017	04/01/2018 ✓	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td><input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTHER</td><td></td><td></td></tr> <tr><td>E.L. EACH ACCIDENT</td><td style="text-align: right;">\$</td><td style="text-align: right;">1,000,000</td></tr> <tr><td>E.L. DISEASE - EA EMPLOYEE</td><td style="text-align: right;">\$</td><td style="text-align: right;">1,000,000</td></tr> <tr><td>E.L. DISEASE - POLICY LIMIT</td><td style="text-align: right;">\$</td><td style="text-align: right;">1,000,000</td></tr> </table>	<input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTHER			E.L. EACH ACCIDENT	\$	1,000,000	E.L. DISEASE - EA EMPLOYEE	\$	1,000,000	E.L. DISEASE - POLICY LIMIT	\$	1,000,000												
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E.L. DISEASE - POLICY LIMIT	\$	1,000,000																													

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
 City of Moreno Valley, Moreno Valley Housing Authority, Moreno Valley Community Services District, their officers, employees and agents are included as additional insured for General Liability and Auto Liability as required by written contract or written agreement per policy terms and conditions. Insurance is primary and non-contributory where required by written contract for General Liability. Waiver of Subrogation applies to Workers' Compensation in favor of the Certificate Holder where required by written contract.

APPROVED AS TO FORM
 DATE 5/9/17

CERTIFICATE HOLDER City of Moreno Valley Attn: Michael McLellan 14331 Frederick Street Moreno Valley, CA 92553	BY 	CITY ATTORNEY CITY OF MORENO VALLEY	CANCELLATION SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE of Marsh USA Inc. John C Hurley
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Attachment: Synergy Agreement_9_19_2017-EXECUTED (3500 : AMENDMENT TO PROFESSIONAL SERVICES AGREEMENT)

CERTIFICATE OF LIABILITY INSURANCE

<p>THIS CERTIFICATE IS VALID ONLY IF YOUR POLICY IS IN FORCE.</p>	
<p>INSURED: [Faint text]</p>	
<p>TYPE OF COVERAGE: [Faint text]</p>	
<p>AMOUNT OF COVERAGE: [Faint text]</p>	
<p>EXCESS COVERAGE: [Faint text]</p>	
<p>COVERAGE PERIOD: [Faint text]</p>	
<p>TERMS AND CONDITIONS: [Faint text]</p>	
<p>AGENCY: [Faint text]</p>	
<p>ISSUANCE DATE: [Faint text]</p>	
<p>RENEWAL DATE: [Faint text]</p>	
<p>AGENCY CONTACT: [Faint text]</p>	

Attachment: Synergy Agreement_9_19_2017-EXECUTED (3500 : AMENDMENT TO PROFESSIONAL SERVICES AGREEMENT)

Coverage Extension Endorsement



Policy No.	Eff. Date of Pol.	Exp. Date of Pol.	Eff. Date of End	Producer No.	Add'l. Prem	Return Prem.
BAP3486681-14	04/01/2017	04/01/2018	04/01/2017			

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

This endorsement modifies insurance provided under the:

Business Auto Coverage Form
 Motor Carrier Coverage Form ✓

A. Amended Who Is An Insured

1. The following is added to the **Who Is An Insured** Provision in **Section II – Covered Autos Liability Coverage**:

The following are also "insureds":

- Any "employee" of yours is an "insured" while using a covered "auto" you don't own, hire or borrow for acts performed within the scope of employment by you. Any "employee" of yours is also an "insured" while operating an "auto" hired or rented under a contract or agreement in that "employee's" name, with your permission, while performing duties related to the conduct of your business.
- Anyone volunteering services to you is an "insured" while using a covered "auto" you don't own, hire or borrow to transport your clients or other persons in activities necessary to your business.
- Anyone else who furnishes an "auto" referenced in Paragraphs **A.1.a.** and **A.1.b.** in this endorsement.
- Where and to the extent permitted by law, any person(s) or organization(s) where required by written contract or written agreement with you executed prior to any "accident", including those person(s) or organization(s) directing your work pursuant to such written contract or written agreement with you, provided the "accident" arises out of operations governed by such contract or agreement and only up to the limits required in the written contract or written agreement, or the Limits of Insurance shown in the Declarations, whichever is less.

2. The following is added to the **Other Insurance** Condition in the Business Auto Coverage Form and the **Other Insurance – Primary and Excess Insurance Provisions Condition** in the Motor Carrier Coverage Form:

Coverage for any person(s) or organization(s), where required by written contract or written agreement with you executed prior to any "accident", will apply on a primary and non-contributory basis and any insurance maintained by the additional "insured" will apply on an excess basis. However, in no event will this coverage extend beyond the terms and conditions of the Coverage Form.

B. Amendment – Supplementary Payments

Paragraphs **a.(2)** and **a.(4)** of the **Coverage Extensions** Provision in **Section II – Covered Autos Liability Coverage** are replaced by the following:

- Up to \$5,000 for the cost of bail bonds (including bonds for related traffic law violations) required because of an "accident" we cover. We do not have to furnish these bonds.
- All reasonable expenses incurred by the "insured" at our request, including actual loss of earnings up to \$500 a day because of time off from work.



Contract Extension Agreement

Contract No.	Contract Description	Contract Start Date	Contract End Date	Contract Status

PROFESSIONAL SERVICES AGREEMENT

The following terms and conditions apply to the extension of the contract...

1. The extension of the contract shall be for a period of [] months, commencing on [] and terminating on [].

2. The extension shall be subject to the same terms and conditions as the original contract, except as modified herein.

3. The extension shall be subject to the same rates and fees as the original contract, except as modified herein.

4. The extension shall be subject to the same payment terms and conditions as the original contract, except as modified herein.

5. The extension shall be subject to the same intellectual property and confidentiality provisions as the original contract, except as modified herein.

6. The extension shall be subject to the same termination provisions as the original contract, except as modified herein.

7. The extension shall be subject to the same dispute resolution provisions as the original contract, except as modified herein.

8. The extension shall be subject to the same force majeure provisions as the original contract, except as modified herein.

9. The extension shall be subject to the same assignment provisions as the original contract, except as modified herein.

10. The extension shall be subject to the same entire agreement provisions as the original contract, except as modified herein.

11. The extension shall be subject to the same governing law provisions as the original contract, except as modified herein.

12. The extension shall be subject to the same severability provisions as the original contract, except as modified herein.

13. The extension shall be subject to the same amendments provisions as the original contract, except as modified herein.

14. The extension shall be subject to the same notices provisions as the original contract, except as modified herein.

15. The extension shall be subject to the same counterparty provisions as the original contract, except as modified herein.

16. The extension shall be subject to the same miscellaneous provisions as the original contract, except as modified herein.

Attachment: Synergy Agreement_9_19_2017-EXECUTED (3500 : AMENDMENT TO PROFESSIONAL SERVICES AGREEMENT)

C. Fellow Employee Coverage

The **Fellow Employee** Exclusion contained in **Section II – Covered Autos Liability Coverage** does not apply.

D. Driver Safety Program Liability and Physical Damage Coverage

1. The following is added to the **Racing Exclusion** in **Section II – Covered Autos Liability Coverage**:

This exclusion does not apply to covered "autos" participating in a driver safety program event, such as, but not limited to, auto or truck rodeos and other auto or truck agility demonstrations.

2. The following is added to Paragraph 2. in the **Exclusions of Section III – Physical Damage Coverage** of the **Business Auto Coverage Form** and Paragraph 2.b. in the **Exclusions of Section IV – Physical Damage Coverage** of the **Motor Carrier Coverage Form**:

This exclusion does not apply to covered "autos" participating in a driver safety program event, such as, but not limited to, auto or truck rodeos and other auto or truck agility demonstrations.

E. Lease or Loan Gap Coverage

The following is added to the **Coverage Provision** of the **Physical Damage Coverage Section**:

Lease Or Loan Gap Coverage

In the event of a total "loss" to a covered "auto", we will pay any unpaid amount due on the lease or loan for a covered "auto", less:

- a. Any amount paid under the **Physical Damage Coverage Section** of the **Coverage Form**; and
- b. Any:
 - (1) Overdue lease or loan payments at the time of the "loss";
 - (2) Financial penalties imposed under a lease for excessive use, abnormal wear and tear or high mileage;
 - (3) Security deposits not returned by the lessor;
 - (4) Costs for extended warranties, credit life insurance, health, accident or disability insurance purchased with the loan or lease; and
 - (5) Carry-over balances from previous leases or loans.

F. Towing and Labor

Paragraph **A.2.** of the **Physical Damage Coverage Section** is replaced by the following:

We will pay up to \$75 for towing and labor costs incurred each time a covered "auto" of the private passenger type is disabled. However, the labor must be performed at the place of disablement.

G. Extended Glass Coverage

The following is added to Paragraph **A.3.a.** of the **Physical Damage Coverage Section**:

If glass must be replaced, the deductible shown in the **Declarations** will apply. However, if glass can be repaired and is actually repaired rather than replaced, the deductible will be waived. You have the option of having the glass repaired rather than replaced.

H. Hired Auto Physical Damage – Increased Loss of Use Expenses

The **Coverage Extension** for **Loss Of Use Expenses** in the **Physical Damage Coverage Section** is replaced by the following:

Loss Of Use Expenses

For **Hired Auto Physical Damage**, we will pay expenses for which an "insured" becomes legally responsible to pay for loss of use of a vehicle rented or hired without a driver under a written rental contract or written rental agreement. We will pay for loss of use expenses if caused by:

1. The purpose of this Agreement is to provide for the professional services of [Name] to [Client] in connection with [Project].

2. The term of this Agreement shall be for a period of [Term] commencing on the date hereof and ending on the date specified herein.

3. The fee for the services to be provided hereunder shall be [Fee] per [Unit] and shall be payable in advance.

4. [Client] shall provide all necessary information and materials to [Name] in a timely manner to enable [Name] to perform the services.

5. [Name] shall perform the services in a professional and diligent manner and shall maintain the confidentiality of all information provided by [Client].

6. [Name] shall not be responsible for any delay or non-performance caused by [Client] or any third party.

7. This Agreement shall be governed by the laws of the State of [State] and shall be subject to the jurisdiction of the courts of that state.

8. The entire agreement between the parties is contained herein and no oral or written agreements, understandings, or negotiations shall be binding on either party.

9. This Agreement shall be signed by the authorized representatives of both parties and shall be in full force and effect when so signed.

10. Two copies of this Agreement shall be prepared, one for each party, and both shall be deemed to be original copies.

- (1) Other than collision only if the Declarations indicate that Comprehensive Coverage is provided for any covered "auto";
- (2) Specified Causes Of Loss only if the Declarations indicate that Specified Causes Of Loss Coverage is provided for any covered "auto"; or
- (3) Collision only if the Declarations indicate that Collision Coverage is provided for any covered "auto".

However, the most we will pay for any expenses for loss of use is \$100 per day, to a maximum of \$3000.

I. Personal Effects Coverage

The following is added to the Coverage Provision of the Physical Damage Coverage Section:

Personal Effects Coverage

- a. We will pay up to \$750 for "loss" to personal effects which are:
 - (1) Personal property owned by an "insured"; and
 - (2) In or on a covered "auto".
- b. Subject to Paragraph a. above, the amount to be paid for "loss" to personal effects will be based on the lesser of:
 - (1) The reasonable cost to replace; or
 - (2) The actual cash value.
- c. The coverage provided in Paragraphs a. and b. above, only applies in the event of a total theft of a covered "auto". No deductible applies to this coverage. However, we will not pay for "loss" to personal effects of any of the following:
 - (1) Accounts, bills, currency, deeds, evidence of debt, money, notes, securities, or commercial paper or other documents of value.
 - (2) Bullion, gold, silver, platinum, or other precious alloys or metals; furs or fur garments; jewelry, watches, precious or semi-precious stones.
 - (3) Paintings, statuary and other works of art.
 - (4) Contraband or property in the course of illegal transportation or trade.
 - (5) Tapes, records, discs or other similar devices used with audio, visual or data electronic equipment.

Any coverage provided by this Provision is excess over any other insurance coverage available for the same "loss".

J. Tapes, Records and Discs Coverage

- 1. The Exclusion in Paragraph B.4.a. of Section III – Physical Damage Coverage in the Business Auto Coverage Form and the Exclusion in Paragraph B.2.c. of Section IV – Physical Damage Coverage in the Motor Carrier Coverage Form does not apply.
- 2. The following is added to Paragraph 1.a. Comprehensive Coverage under the Coverage Provision of the Physical Damage Coverage Section:

We will pay for "loss" to tapes, records, discs or other similar devices used with audio, visual or data electronic equipment. We will pay only if the tapes, records, discs or other similar audio, visual or data electronic devices:

 - (a) Are the property of an "insured"; and
 - (b) Are in a covered "auto" at the time of "loss".

The most we will pay for such "loss" to tapes, records, discs or other similar devices is \$500. The Physical Damage Coverage Deductible Provision does not apply to such "loss".

1. The Board of Directors of the Corporation shall have the authority to...

2. The Board of Directors shall have the authority to...

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19. The Board of Directors shall have the authority to...

20. The Board of Directors shall have the authority to...

Attachment: Synergy Agreement_9_19_2017-EXECUTED (3500 : AMENDMENT TO PROFESSIONAL SERVICES AGREEMENT)

K. Airbag Coverage

The Exclusion in Paragraph B.3.a. of Section III – Physical Damage Coverage in the Business Auto Coverage Form and the Exclusion in Paragraph B.4.a. of Section IV – Physical Damage Coverage in the Motor Carrier Coverage Form does not apply to the accidental discharge of an airbag.

L. Two or More Deductibles

The following is added to the Deductible Provision of the Physical Damage Coverage Section:

If an accident is covered both by this policy or Coverage Form and by another policy or Coverage Form issued to you by us, the following applies for each covered "auto" on a per vehicle basis:

1. If the deductible on this policy or Coverage Form is the smaller (or smallest) deductible, it will be waived; or
2. If the deductible on this policy or Coverage Form is not the smaller (or smallest) deductible, it will be reduced by the amount of the smaller (or smallest) deductible.

M. Physical Damage – Comprehensive Coverage – Deductible

The following is added to the Deductible Provision of the Physical Damage Coverage Section:

Regardless of the number of covered "autos" damaged or stolen, the maximum deductible that will be applied to Comprehensive Coverage for all "loss" from any one cause is \$5,000 or the deductible shown in the Declarations, whichever is greater.

N. Temporary Substitute Autos – Physical Damage

1. The following is added to Section I – Covered Autos:

Temporary Substitute Autos – Physical Damage

If Physical Damage Coverage is provided by this Coverage Form on your owned covered "autos", the following types of vehicles are also covered "autos" for Physical Damage Coverage:

Any "auto" you do not own when used with the permission of its owner as a temporary substitute for a covered "auto" you do own but is out of service because of its:

1. Breakdown;
 2. Repair;
 3. Servicing;
 4. "Loss"; or
 5. Destruction.
2. The following is added to the Paragraph A. Coverage Provision of the Physical Damage Coverage Section:

Temporary Substitute Autos – Physical Damage

We will pay the owner for "loss" to the temporary substitute "auto" unless the "loss" results from fraudulent acts or omissions on your part. If we make any payment to the owner, we will obtain the owner's rights against any other party.

The deductible for the temporary substitute "auto" will be the same as the deductible for the covered "auto" it replaces.

O. Amended Duties In The Event Of Accident, Claim, Suit Or Loss

Paragraph a. of the Duties In The Event Of Accident, Claim, Suit Or Loss Condition is replaced by the following:

- a. In the event of "accident", claim, "suit" or "loss", you must give us or our authorized representative prompt notice of the "accident", claim, "suit" or "loss". However, these duties only apply when the "accident", claim, "suit" or "loss" is known to you (if you are an individual), a partner (if you are a partnership), a member (if you are a limited liability company) or an executive officer or insurance manager (if you are a corporation). The failure of any

agent, servant or employee of the "insured" to notify us of any "accident", claim, "suit" or "loss" shall not invalidate the insurance afforded by this policy.

Include, as soon as practicable:

- (1) How, when and where the "accident" or "loss" occurred and if a claim is made or "suit" is brought, written notice of the claim or "suit" including, but not limited to, the date and details of such claim or "suit";
- (2) The "insured's" name and address; and
- (3) To the extent possible, the names and addresses of any injured persons and witnesses.

If you report an "accident", claim, "suit" or "loss" to another insurer when you should have reported to us, your failure to report to us will not be seen as a violation of these amended duties provided you give us notice as soon as practicable after the fact of the delay becomes known to you.

P. Waiver of Transfer Of Rights Of Recovery Against Others To Us

The following is added to the **Transfer Of Rights Of Recovery Against Others To Us** Condition:

This Condition does not apply to the extent required of you by a written contract, executed prior to any "accident" or "loss", provided that the "accident" or "loss" arises out of operations contemplated by such contract. This waiver only applies to the person or organization designated in the contract.

Q. Employee Hired Autos – Physical Damage

Paragraph **b.** of the **Other Insurance** Condition in the Business Auto Coverage Form and Paragraph **f.** of the **Other Insurance – Primary and Excess Insurance Provisions** Condition in the Motor Carrier Coverage Form are replaced by the following:

For Hired Auto Physical Damage Coverage, the following are deemed to be covered "autos" you own:

- (1) Any covered "auto" you lease, hire, rent or borrow; and
- (2) Any covered "auto" hired or rented under a written contract or written agreement entered into by an "employee" or elected or appointed official with your permission while being operated within the course and scope of that "employee's" employment by you or that elected or appointed official's duties as respect their obligations to you.

However, any "auto" that is leased, hired, rented or borrowed with a driver is not a covered "auto".

R. Unintentional Failure to Disclose Hazards

The following is added to the **Concealment, Misrepresentation Or Fraud** Condition:

However, we will not deny coverage under this Coverage Form if you unintentionally:

- (1) Fail to disclose any hazards existing at the inception date of this Coverage Form; or
- (2) Make an error, omission, improper description of "autos" or other misstatement of information.

You must notify us as soon as possible after the discovery of any hazards or any other information that was not provided to us prior to the acceptance of this policy.

S. Hired Auto – World Wide Coverage

Paragraph **7a.(5)** of the **Policy Period, Coverage Territory** Condition is replaced by the following:

- (5) Anywhere in the world if a covered "auto" is leased, hired, rented or borrowed for a period of 60 days or less,

T. Bodily Injury Redefined

The definition of "bodily injury" in the **Definitions** Section is replaced by the following:

"Bodily injury" means bodily injury, sickness or disease, sustained by a person including death or mental anguish, resulting from any of these at any time. Mental anguish means any type of mental or emotional illness or disease.

1. The Board of Directors shall have the authority to execute and deliver on behalf of the Corporation any and all contracts, agreements, and instruments that may be necessary or appropriate in the ordinary course of business.

2. The Board of Directors shall have the authority to execute and deliver on behalf of the Corporation any and all contracts, agreements, and instruments that may be necessary or appropriate in the ordinary course of business.

3. The Board of Directors shall have the authority to execute and deliver on behalf of the Corporation any and all contracts, agreements, and instruments that may be necessary or appropriate in the ordinary course of business.

4. The Board of Directors shall have the authority to execute and deliver on behalf of the Corporation any and all contracts, agreements, and instruments that may be necessary or appropriate in the ordinary course of business.

5. The Board of Directors shall have the authority to execute and deliver on behalf of the Corporation any and all contracts, agreements, and instruments that may be necessary or appropriate in the ordinary course of business.

6. The Board of Directors shall have the authority to execute and deliver on behalf of the Corporation any and all contracts, agreements, and instruments that may be necessary or appropriate in the ordinary course of business.

7. The Board of Directors shall have the authority to execute and deliver on behalf of the Corporation any and all contracts, agreements, and instruments that may be necessary or appropriate in the ordinary course of business.

8. The Board of Directors shall have the authority to execute and deliver on behalf of the Corporation any and all contracts, agreements, and instruments that may be necessary or appropriate in the ordinary course of business.

9. The Board of Directors shall have the authority to execute and deliver on behalf of the Corporation any and all contracts, agreements, and instruments that may be necessary or appropriate in the ordinary course of business.

10. The Board of Directors shall have the authority to execute and deliver on behalf of the Corporation any and all contracts, agreements, and instruments that may be necessary or appropriate in the ordinary course of business.

Attachment: Synergy Agreement_9_19_2017-EXECUTED (3500 : AMENDMENT TO PROFESSIONAL SERVICES AGREEMENT)

U. Expected Or Intended Injury

The **Expected Or Intended Injury Exclusion** in Paragraph **B. Exclusions under Section II – Covered Auto Liability Coverage** is replaced by the following:

Expected Or Intended Injury

"Bodily injury" or "property damage" expected or intended from the standpoint of the "insured". This exclusion does not apply to "bodily injury" or "property damage" resulting from the use of reasonable force to protect persons or property.

V. Physical Damage – Additional Temporary Transportation Expense Coverage

Paragraph **A.4.a. of Section III – Physical Damage Coverage** is replaced by the following:

4. Coverage Extensions**a. Transportation Expenses**

We will pay up to \$50 per day to a maximum of \$1,000 for temporary transportation expense incurred by you because of the total theft of a covered "auto" of the private passenger type. We will pay only for those covered "autos" for which you carry either Comprehensive or Specified Causes of Loss Coverage. We will pay for temporary transportation expenses incurred during the period beginning 48 hours after the theft and ending, regardless of the policy's expiration, when the covered "auto" is returned to use or we pay for its "loss".

W. Replacement of a Private Passenger Auto with a Hybrid or Alternative Fuel Source Auto

The following is added to Paragraph **A. Coverage of the Physical Damage Coverage Section**:

In the event of a total "loss" to a covered "auto" of the private passenger type that is replaced with a hybrid "auto" or "auto" powered by an alternative fuel source of the private passenger type, we will pay an additional 10% of the cost of the replacement "auto", excluding tax, title, license, other fees and any aftermarket vehicle upgrades, up to a maximum of \$2500. The covered "auto" must be replaced by a hybrid "auto" or an "auto" powered by an alternative fuel source within 60 calendar days of the payment of the "loss" and evidenced by a bill of sale or new vehicle lease agreement.

To qualify as a hybrid "auto", the "auto" must be powered by a conventional gasoline engine and another source of propulsion power. The other source of propulsion power must be electric, hydrogen, propane, solar or natural gas, either compressed or liquefied. To qualify as an "auto" powered by an alternative fuel source, the "auto" must be powered by a source of propulsion power other than a conventional gasoline engine. An "auto" solely propelled by biofuel, gasoline or diesel fuel or any blend thereof is not an "auto" powered by an alternative fuel source.

X. Return of Stolen Automobile

The following is added to the **Coverage Extension Provision of the Physical Damage Coverage Section**:

If a covered "auto" is stolen and recovered, we will pay the cost of transport to return the "auto" to you. We will pay only for those covered "autos" for which you carry either Comprehensive or Specified Causes of Loss Coverage.

All other terms, conditions, provisions and exclusions of this policy remain the same.

POLICY NUMBER: GLO 3486665-14 ✓

COMMERCIAL GENERAL LIABILITY
CG 20 10 04 13

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED – OWNERS, LESSEES OR CONTRACTORS – SCHEDULED PERSON OR ORGANIZATION

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SCHEDULE

Name Of Additional Insured Person(s) Or Organization(s)	Location(s) Of Covered Operations
Any person or organization other than an Architect Engineer or Surveyor, to whom or to which you are required to provide additional insured status in a written contract or written agreement, except where such contract or agreement is prohibited by law.	Any Location or project, other than a wrap-up or other consolidated insurance program location or project for which insurance is otherwise separately provided to you by a wrap-up or other consolidated insurance program
Information required to complete this Schedule, if not shown above, will be shown in the Declarations.	

A. Section II – Who Is An Insured is amended to include as an additional insured the person(s) or organization(s) shown in the Schedule, but only with respect to liability for "bodily injury", "property damage" or "personal and advertising injury" caused, in whole or in part, by:

1. Your acts or omissions; or
2. The acts or omissions of those acting on your behalf;

in the performance of your ongoing operations for the additional insured(s) at the location(s) designated above.

However:

1. The insurance afforded to such additional insured only applies to the extent permitted by law; and
2. If coverage provided to the additional insured is required by a contract or agreement, the insurance afforded to such additional insured will not be broader than that which you are required by the contract or agreement to provide for such additional insured.

B. With respect to the insurance afforded to these additional insureds, the following additional exclusions apply:

This insurance does not apply to "bodily injury" or "property damage" occurring after:

1. All work, including materials, parts or equipment furnished in connection with such work, on the project (other than service, maintenance or repairs) to be performed by or on behalf of the additional insured(s) at the location of the covered operations has been completed; or
2. That portion of "your work" out of which the injury or damage arises has been put to its intended use by any person or organization other than another contractor or subcontractor engaged in performing operations for a principal as a part of the same project.

THIS AGREEMENT IS MADE THIS 19th day of September, 2017, between the undersigned parties:

ADDITIONAL INSURED - OWNERS, LESSEES OR CONTRACTORS - SCHEDULED PERSON OR ORGANIZATION

The undersigned hereby agrees to add the undersigned party to the policy as an additional insured.

SCHEDULE

Name of Insured	Address
[Faded text]	[Faded text]

1. The undersigned hereby agrees to add the undersigned party to the policy as an additional insured.

2. The undersigned hereby agrees to add the undersigned party to the policy as an additional insured.

3. The undersigned hereby agrees to add the undersigned party to the policy as an additional insured.

4. The undersigned hereby agrees to add the undersigned party to the policy as an additional insured.

5. The undersigned hereby agrees to add the undersigned party to the policy as an additional insured.

6. The undersigned hereby agrees to add the undersigned party to the policy as an additional insured.

7. The undersigned hereby agrees to add the undersigned party to the policy as an additional insured.

8. The undersigned hereby agrees to add the undersigned party to the policy as an additional insured.

9. The undersigned hereby agrees to add the undersigned party to the policy as an additional insured.

10. The undersigned hereby agrees to add the undersigned party to the policy as an additional insured.

Attachment: Synergy Agreement_9_19_2017-EXECUTED (3500 : AMENDMENT TO PROFESSIONAL SERVICES AGREEMENT)

C. With respect to the insurance afforded to these additional insureds, the following is added to **Section III – Limits Of Insurance:**

If coverage provided to the additional insured is required by a contract or agreement, the most we will pay on behalf of the additional insured is the amount of insurance:

1. Required by the contract or agreement; or

2. Available under the applicable Limits of Insurance shown in the Declarations;

whichever is less.

This endorsement shall not increase the applicable Limits of Insurance shown in the Declarations.

Attachment: Synergy Agreement_9_19_2017-EXECUTED (3500 : AMENDMENT TO PROFESSIONAL SERVICES AGREEMENT)

POLICY NUMBER: GLO 3486665-14

COMMERCIAL GENERAL LIABILITY
CG 20 37 04 13

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED – OWNERS, LESSEES OR CONTRACTORS – COMPLETED OPERATIONS

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART
PRODUCTS/COMPLETED OPERATIONS LIABILITY COVERAGE PART

SCHEDULE

Name Of Additional Insured Person(s) Or Organization(s)	Location And Description Of Completed Operations
Any person or organization other than an Architect, Engineer or Surveyor, to whom or to which you are required to provide additional insured status in a written contract or written agreement, except where such contract or agreement is prohibited by law.	Any Location or project, other than a wrap-up or other consolidated insurance program location or project for which insurance is otherwise separately provided to you by a wrap-up or other consolidated insurance program
Information required to complete this Schedule, if not shown above, will be shown in the Declarations.	

A. Section II – Who Is An Insured is amended to include as an additional insured the person(s) or organization(s) shown in the Schedule, but only with respect to liability for "bodily injury" or "property damage" caused, in whole or in part, by "your work" at the location designated and described in the Schedule of this endorsement performed for that additional insured and included in the "products-completed operations hazard".

However:

1. The insurance afforded to such additional insured only applies to the extent permitted by law; and
2. If coverage provided to the additional insured is required by a contract or agreement, the insurance afforded to such additional insured will not be broader than that which you are required by the contract or agreement to provide for such additional insured.

B. With respect to the insurance afforded to these additional insureds, the following is added to Section III – Limits Of Insurance:

If coverage provided to the additional insured is required by a contract or agreement, the most we will pay on behalf of the additional insured is the amount of insurance:

1. Required by the contract or agreement; or
 2. Available under the applicable Limits of Insurance shown in the Declarations;
- whichever is less.

This endorsement shall not increase the applicable Limits of Insurance shown in the Declarations.

Other Insurance Amendment – Primary And Non-Contributory



Policy No.	Eff. Date of Pol.	Exp. Date of Pol.	Eff. Date of End.	Producer No.	Add'l. Prem	Return Prem.
GLO3486665-14	04/01/2017	04/01/2018	04/01/2017			

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

Named Insured:
Address (including ZIP Code):

This endorsement modifies insurance provided under the:
Commercial General Liability Coverage Part

1. The following paragraph is added to the Other Insurance Condition of Section IV – **Commercial General Liability Conditions:**

This insurance is primary insurance to and will not seek contribution from any other insurance available to an additional insured under this policy provided that:

- a. The additional insured is a Named Insured under such other insurance; and
- b. You are required by a written contract or written agreement that this insurance would be primary and would not seek contribution from any other insurance available to the additional insured.

2. The following paragraph is added to Paragraph 4.b. of the Other Insurance Condition of Section IV – **Commercial General Liability Conditions:**

This insurance is excess over:
Any of the other insurance, whether primary, excess, contingent or on any other basis, available to an additional insured, in which the additional insured on our policy is also covered as an additional insured on another policy providing coverage for the same "occurrence", offense, claim or "suit". This provision does not apply to any policy in which the additional insured is a Named Insured on such other policy and where our policy is required by written contract or written agreement to provide coverage to the additional insured on a primary and non-contributory basis.

All other terms and conditions of this policy remain unchanged.

Attachment: Synergy Agreement_9_19_2017-EXECUTED (3500 : AMENDMENT TO PROFESSIONAL SERVICES AGREEMENT)



Other Instance Abandonment - Primary And Top-Confidentiality

Case No.	Case Name	Case Status	Case Date	Case Type
1
2
3

The following table provides a summary of the cases where the complainant has abandoned the complaint. The table includes the case number, the name of the complainant, the date of the complaint, and the type of complaint. The cases are listed in chronological order of the date of the complaint.

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Attachment: Synergy Agreement_9_19_2017-EXECUTED (3500 : AMENDMENT TO PROFESSIONAL SERVICES AGREEMENT)

EXHIBIT C

TERMS OF PAYMENT

1. The Contractor's compensation shall not exceed \$300,000.00 annually with renewals over 4 consecutive years.

2. The Contractor will obtain, and keep current during the term of this Agreement, the required City of Moreno Valley business license. Proof of a current City of Moreno Valley business license will be required prior to any payments by the City. Any invoice not paid because the proof of a current City of Moreno Valley business license has not been provided will not incur any fees, late charges, or other penalties. Complete instructions for obtaining a City of Moreno Valley business license are located at: http://www.moval.org/do_biz/biz-license.shtml

3. The Contractor will electronically submit an invoice to the City on a monthly basis for progress payments along with documentation evidencing services completed to date. The progress payment is based on actual time and materials expended in furnishing authorized professional services since the last invoice. At no time will the City pay for more services than have been satisfactorily completed and the City's determination of the amount due for any progress payment shall be final. The Contractor will submit all original invoices to Accounts Payable staff at AccountsPayable@moval.org

Accounts Payable questions can be directed to (951) 413-3073.

Copies of invoices may be submitted to the FMS Department at michaelmc@moval.org or calls directed to (951) 413-3511.

3. The Contractor agrees that City payments will be received via Automated Clearing House (ACH) Direct Deposit and that the required ACH Authorization form will be completed prior to any payments by the City. Any invoice not paid because the completed ACH Authorization Form has not been provided will not incur any fees, late charges, or other penalties. The ACH Authorization Form is located at: http://www.moval.org/city_hall/forms.shtml#bf

4. The minimum information required on all invoices is:
 - A. Vendor Name, Mailing Address, and Phone Number
 - B. Invoice Date

- C. Vendor Invoice Number
 - D. City-provided Reference Number (e.g. Project, Activity)
 - E. Detailed work hours by class title (e.g. Manager, Technician, or Specialist), services performed and rates, explicit portion of a contract amount, or detailed billing information that is sufficient to justify the invoice amount; single, lump amounts without detail are not acceptable.
6. The City shall pay the Contractor for all invoiced, authorized professional services within thirty (30) days of receipt of the invoice for same.
7. Reimbursement for Expenses. Contractor shall not be reimbursed for any expenses unless authorized in writing by City.
8. Maintenance and Inspection. Contractor shall maintain complete and accurate records with respect to all costs and expenses incurred under this Agreement. All such records shall be clearly identifiable. Contractor shall allow a representative of City during normal business hours to examine, audit, and make transcripts or copies of such records and any other documents created pursuant to this Agreement. Contractor shall allow inspection of all work, data, documents, proceedings, and activities related to the Agreement for a period of three (3) years from the date of final payment under this Agreement.

**FIRST AMENDMENT TO AGREEMENT
FOR PROFESSIONAL SERVICES**

The First Amendment to Agreement is by and between the CITY OF MORENO VALLEY, a municipal corporation, hereinafter referred to as "City," and Eagle Systems International Inc. DBA Synergy Companies, a Corporation, with its principal place of business at 90 Business Park, Perris, California 92571, hereinafter referred to as "Consultant." This First Amendment to Agreement is made and entered into effective on the date the City signs this Amendment.

RECITALS:

Whereas, the City and Consultant entered into an Agreement entitled "AGREEMENT FOR ON-SITE AND/OR PROFESSIONAL SERVICES," hereinafter referred to as "Agreement," dated September 19, 2017.

Whereas, the Consultant is providing professional Audit and Direct Install contracting services.

Whereas, it is desirable to amend the Agreement to increase program funding levels due to the success of the original program and to reach more customers and provide greater benefits to the community.

SECTION 1 AMENDMENT TO ORIGINAL AGREEMENT:

1.1 The Agreement termination date of June 30, 2022 is not extended by this Amendment, unless the termination date is further extended by an Amendment to the Agreement.

1.2 Exhibit "C" to the Agreement is hereby further amended by adding to the cost proposal section thereof described in sections 1.4 and 1.5 of this First Amendment to Agreement for Professional Services.

Attachment: FIRST AMENDMENT TO AGREEMENT - SYNERGY (3500 : AMENDMENT TO PROFESSIONAL SERVICES AGREEMENT)

FIRST AMENDMENT TO AGREEMENT FOR PROFESSIONAL SERVICES

1.4 The City agrees to pay the Consultant and the Consultant agrees to receive a “Not-to-Exceed” fee of \$500,000 per year (an increase of \$200,000 per year for four years) as set forth in the above-referenced Cost Summary, in consideration of the Consultant’s performance of the work set forth in “Exhibit A – Agreement for Professional Services.”

1.5 The total “Not-to-Exceed” fee for this contract is \$2,300,000 (\$1,500,000 for the original Agreement plus \$800,000 for the First Amendment to Agreement).

SECTION 2

2.1 Except as otherwise specifically provided in this Amendment, all other terms and conditions of the Agreement shall remain in full force and effect.

SIGNATURE PAGE TO FOLLOW

FIRST AMENDMENT TO AGREEMENT FOR PROFESSIONAL SERVICES

IN WITNESS HEREOF, the parties have each caused their authorized representative to execute this Agreement.

City of Moreno Valley

Eagle Systems International, Inc.
DBA Synergy Companies

By: _____

By: _____

Thomas M. DeSantis, City Manager

Title: _____

(President of Vice President)

Date: _____

Date: _____

INTERNAL USE ONLY

APPROVED AS TO FORM:

City Attorney

Date

By: _____

Title: _____

(Corporate Secretary)

Date: _____

RECOMMENDED FOR APPROVAL:

Department Head

Date

Attachment: FIRST AMENDMENT TO AGREEMENT - SYNERGY (3500 : AMENDMENT TO PROFESSIONAL SERVICES AGREEMENT)



Report to City Council

TO: Mayor and City Council

FROM: Michael L. Wolfe, P.E., Public Works Director/City Engineer

AGENDA DATE: April 16, 2019

TITLE: ADOPT A RESOLUTION TO APPROVE A JOINT COMMUNITY FACILITIES AGREEMENT BY AND AMONG VAL VERDE UNIFIED SCHOOL DISTRICT, THE CITY OF MORENO VALLEY, AND MPLC LEGACY 75 ASSOCIATES, LP RELATING TO COMMUNITY FACILITIES DISTRICT NO. 2018-1 OF VAL VERDE UNIFIED SCHOOL DISTRICT

RECOMMENDED ACTION

Recommendation:

Adopt Resolution No. 2019-____, a Resolution Approving the Joint Community Facilities Agreement between the Val Verde Unified School District, City of Moreno Valley and MPLC Legacy 75 Associates, LP, in substantially the form attached hereto with modifications subject to City Attorney approval, and authorize the City Manager to execute the Agreement and related documents.

SUMMARY

This report recommends approval of a Joint Community Facilities Agreement (JCFA) for Community Facilities District (CFD) 2018-1 ("District") with Val Verde Unified School District (VVUSD) and MPLC Legacy 75 Associates, LP ("Developer"). The JCFA provides the Developer with a financing option for the construction of City public infrastructure improvements and payment of Development Impact Fees ("City Improvements") for the Legacy Park single-family residential project within Tract No. 36760. Provided the JCFA is approved, proceeds from future bonds issued as part of VVUSD's CFD 2018-1 may be used to finance the cost of the City Improvements.

VVUSD is the legislative body of CFD 2018-1 and is responsible for formation and annual administration activities related to the CFD. The City is not a party to or liable for the CFD or the debt issued by the CFD. The City's role is limited to agreeing to accept

this financing method for the City Improvements financed through the CFD and managing the activities related to implementation of the JCFA.

DISCUSSION

The Developer plans to construct 221 single-family residential lots as part of Tentative Tract Map 36760. The project is proposed to be constructed at the southeast corner of Indian Street and Gentian Avenue (see attached Boundary Map). It was approved provided the Developer meets certain requirements of the City, VVUSD, and Eastern Municipal Water District (EMWD) to include construction of public infrastructure improvements and payment of certain fees.

At the request of the Developer, VVUSD formed CFD 2018-1 pursuant to the Mello-Roos Community Facilities Act of 1982 (the "Act") on March 13, 2018. Formation of the CFD will allow the Developer to finance certain public infrastructure improvements and fees with tax-exempt bonds which will be issued by VVUSD, acting as the legislative body of the District. Tax-exempt bonds typically have lower interest rates than the rates associated with conventional financing methods and therefore, are a preferred financing method by the development community.

The Act requires approval of a JCFA if the improvements, proposed to be financed by the future bonds, will be owned and operated by an agency (i.e., City Improvements) other than the agency creating the district. Exhibit C of the JCFA (Attachment 2) identifies the types of City Improvements that can be financed through the CFD. The JCFA requires the public improvements be constructed as if the City were constructing the improvements (e.g., subject to public bidding, prevailing wage, City insurance requirements, etc.) and as such, requires oversight by the City to ensure compliance. Costs associated with the City oversight will be the responsibility of the Developer.

The future bonds will be secured by a special tax, which will be levied on the property tax bill of the properties included within the CFD for the term of the bonds (typically 25-30 years). The property tax rate of properties within the CFD would be an average of 1.90% of the property value (at the time the homes are originally sold by the developer) for fiscal year 2018/19 if bonds were currently issued. The City's Special District Financing Policy ("Policy") limits the property tax rate to 1.75% when the City, acting as the legislative body of a district, issues the bonds. The Policy is silent on the property tax rate when the City is not the legislative body of a CFD but party to a JCFA. The average property tax rate of four other new home developments within the City ranges from 1.82 - 2.07%. These developments are included within a CFD formed by another agency (e.g., EMWD, school district) and did not require approval of the City given bond proceeds were not used for improvements owned or operated by the City.

As the legislative body of the CFD, VVUSD will be responsible for formation of the District, bond issuance and compliance, annual administration, and levy of the special tax levy on the property tax roll. The City will have no responsibility for the CFD other than to ensure City Improvements financed with the future bond proceeds are used in compliance with the JCFA.

This action meets the Strategic Plan Priorities by providing the financial resources to manage and maximize Moreno Valley's public infrastructure to ensure an excellent quality of life.

ALTERNATIVES

1. Approve the JCFA. *Staff recommends this alternative to facilitate development of the property.*
2. Do not approve the JCFA. *Staff does not recommend this alternative since it will not facilitate development of the property.*

FISCAL IMPACT

There is no fiscal impact to the City because any costs associated with the implementation of the JCFA will be borne by the Developer. The City is not party to or liable for the formation or administration of the CFD or any bond issuance.

Approval of the JCFA allows a mechanism for the Developer to finance certain required City Improvements through use of bond proceeds issued as part of VVUSD's CFD 2018-1. The portion of the City Improvements which may be financed with the bonds is approximately \$2,000,000. The actual amount will depend on market conditions at the time bonds are issued and available bond proceeds. The Developer, however, is required to meet the requirements of the City to complete the project whether or not sufficient bond proceeds exist to finance the City Improvements.

NOTIFICATION

Posting of the agenda

PREPARATION OF STAFF REPORT

Prepared By:
Candace E. Cassel
Special Districts Division Manager

Department Head Approval:
Michael L. Wolfe, P.E.
Public Works Director/City Engineer

Concurred By:
Michael D. Lloyd
Engineering Division Manager/Assistant City Engineer

Concurred By:
Marshall Eyerman
Chief Financial Officer/City Treasurer

CITY COUNCIL GOALS

Advocacy. Develop cooperative intergovernmental relationships and be a forceful advocate of City policies, objectives, and goals to appropriate external governments, agencies and corporations.

Public Facilities and Capital Projects. Ensure that needed public facilities, roadway improvements, and other infrastructure improvements are constructed and maintained.

Positive Environment. Create a positive environment for the development of Moreno Valley's future.

CITY COUNCIL STRATEGIC PRIORITIES

- 1. Economic Development
- 2. Public Safety
- 3. Library
- 4. Infrastructure
- 5. Beautification, Community Engagement, and Quality of Life
- 6. Youth Programs

See the Discussion section above for details of how this action supports the City Council's Strategic Priorities.

ATTACHMENTS

- 1. Resolution Approving JCFA
- 2. Joint Community Facilities Agreement
- 3. Boundary Map

APPROVALS

Budget Officer Approval	<u>✓ Approved</u>	4/10/19 11:26 AM
City Attorney Approval	<u>✓ Approved</u>	4/11/19 9:35 AM
City Manager Approval	<u>✓ Approved</u>	4/11/19 1:00 PM

RESOLUTION NO. 2019-___

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MORENO VALLEY APPROVING A JOINT COMMUNITY FACILITIES AGREEMENT WITH VAL VERDE UNIFIED SCHOOL DISTRICT FOR VAL VERDE UNIFIED SCHOOL DISTRICT COMMUNITY FACILITIES DISTRICT NO. 2018-1 (MPLC LEGACY 75)

WHEREAS, the Governing Board of Val Verde Unified School District (the "School District") is forming Val Verde Unified School District Community Facilities District No. 2018-1 (MPLC Legacy 75) (the "CFD") pursuant to the Mello-Roos Community Facilities Act of 1982, as amended, being Chapter 2.5 of Part 1 of Division 2 of Title 5 of the Government Code of the State of California (the "Act") for the primary purpose of financing school facilities; and

WHEREAS, pursuant to Section 53316.2 of the Act, a community facilities district is authorized to finance facilities to be owned or operated by an entity other than the agency that created the community facilities district pursuant to a joint community facilities agreement; and

WHEREAS, the Governing Board of the School District and MPLC Legacy 75 Associates, LP, a Delaware limited partnership (the "Property Owner"), the owner of the taxable property within the CFD, are considering the use of the CFD to finance various public facilities that will be constructed by the Property Owner and/or City and owned and operated by the City of Moreno Valley (the "City") and have requested the City to enter into a joint community facilities agreement that would permit the CFD to finance such facilities, the form of which is on file with the Secretary of this City Council and which is attached hereto as Exhibit A and incorporated herein by this reference (the "Joint Community Facilities Agreement");

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MORENO VALLEY, DOES HEREBY RESOLVE AS FOLLOWS:

1. Recitals. The above recitals are all true and correct and are herein incorporated.
2. Joint Community Facilities Agreement Approved. Pursuant to Section 53316.2 of the Act, this City Council hereby approves the Joint Community Facilities Agreement substantially in the form as Exhibit A and on file with the City Clerk and determines that the Joint Community Facilities Agreement will be beneficial to the residents of the territory included within the jurisdictional boundaries of the CFD. The City Manager or the Mayor and the City Clerk are hereby authorized and directed to execute and deliver the Joint Community Facilities Agreement in said form with such changes, insertions and omissions as may be approved by the officer or officers executing such agreement, said execution and delivery being conclusive evidence of such approval.
3. This Resolution shall be effective immediately upon adoption.

Attachment: Resolution Approving JCFA [Revision 2] (3507 : ADOPT A RESOLUTION TO APPROVE A JOINT COMMUNITY FACILITIES

APPROVED AND ADOPTED this 16th day of April, 2019.

Mayor of the City of Moreno Valley

ATTEST:

City Clerk

APPROVED AS TO FORM:

City Attorney

Attachment: Resolution Approving JCFA [Revision 2] (3507 : ADOPT A RESOLUTION TO APPROVE A JOINT COMMUNITY FACILITIES

Exhibit A**JOINT COMMUNITY FACILITIES AGREEMENT**

relating to

Val Verde Unified School District Community Facilities District No. 2018-1 (MPLC Legacy 75)

by and among

Val Verde Unified School District, City of Moreno Valley and
MPLC Legacy 75 Associates, LP

THIS JOINT COMMUNITY FACILITIES AGREEMENT (the “**Agreement**”) is entered into effective as of the ___ day of _____, 2018, by and among VAL VERDE UNIFIED SCHOOL DISTRICT, a California School District (“**School District**”), the CITY OF MORENO VALLEY, a California general law city (the “**City**”) and MPLC LEGACY 75 ASSOCIATES, LP, a Delaware limited partnership (“**Property Owner**”). This Agreement relates to the formation by the School District of a community facilities district known as “Val Verde Unified School District Community Facilities District No. 2018-1” (the “**CFD**”), for the purpose of financing certain City improvements and certain fees incurred as a consequence of the development within the CFD to be used by the City to construct facilities to be owned and operated by the City from the proceeds of special taxes of, and bonds issued by, the CFD.

RECITALS:

A. The property is within Tentative Tract No. 36760 and is depicted in Exhibit “A” and described in Exhibit “B” hereto (the “**Property**”), which is located in the City of Moreno Valley, County of Riverside, State of California, and constitutes the land within the boundaries of the CFD.

B. Property Owner owns the Property and intends to develop the Property for residential purposes.

C. Property Owner petitioned the School District to form the CFD for the purpose of financing, among other things, the construction of various public facilities to be owned and operated by the City as described in Exhibit “C” hereto, which facilities will benefit the Property in whole or in part, including certain public facilities to be constructed, owned and operated by the City (the “**City Fee Facilities**”) in lieu of the payment of City Fees (defined below) and certain public facilities to be constructed by the Property Owner and acquired by the City (the “**Acquisition Facilities**”).

D. Property Owner has yet to determine whether it will finance any or all of the City Fee Facilities, in lieu of payment of City Fees, with Bond Proceeds (defined below) that are available for such purpose. The Parties (defined below) hereto acknowledge that the purpose of this Agreement is to satisfy the requirements of the Act (defined below).

E. In conjunction with the issuance of building permits for the construction of homes within the Property and/or receipt of final inspections or occupancy certificates for such homes, the Property Owner, or its successors or assigns, may elect to advance City Fee Facilities costs in lieu of payment of City Fees (the “**Advance(s)**”) at such times as Bond Proceeds are not available in sufficient amounts to pay for City Fee Facilities. In such case, the Property Owner shall be entitled to (i) reimbursement of such Advances limited to Bond Proceeds available to the City, if any (the Advances

being considered an interest free loan by the Property Owner with no repayment obligation except to the extent there are Bond Proceeds received by or made available to the City as described herein, all as further described in Section 5(a) below) and (ii) credit for payments made to the City from Bond Proceeds against City Fees which would otherwise be due to the City with respect to the Property for which such transfer was made equal to the amount of Bond Proceeds disbursed to the City or at the direction of the City for City Fee Facilities, all as further described herein.

F. In addition to the City Fee Facilities and Acquisition Facilities, certain facilities to be owned and operated by the School District (the “**School Facilities**”) and certain facilities to be owned and operated by Eastern Municipal Water District (“**EMWD**”) are also expected to be funded from Bond Proceeds.

G. The School District has sole discretion and responsibility for the formation and administration of the CFD.

H. The School District is authorized by Section 53313.5 of the Act to assist in the financing of the acquisition and/or construction of the City Fee Facilities and/or the Acquisition Facilities. This Agreement constitutes a joint community facilities agreement, within the meaning of Section 53316.2 of the Act, by and among the City, the Property Owner, and the School District, pursuant to which the CFD is authorized to finance the acquisition and/or construction of all or a portion of the City Fee Facilities and/or the Acquisition Facilities. As authorized by Section 53316.6 of the Act, responsibility for constructing, providing for, and operating the City Fee Facilities and/or the Acquisition Facilities is delegated to the City.

I. The Parties (defined below) hereto find and determine that the residents residing within the boundaries of the City, the School District, and the CFD will be benefited by the construction and/or acquisition of the School Facilities, City Fee Facilities and/or the Acquisition Facilities and that this Agreement is beneficial to the interests of such residents.

AGREEMENT

NOW, THEREFORE, in consideration of the mutual promises and covenants set forth herein, the Parties hereto agree as follows:

- 1. Recitals. Each of the above recitals is incorporated herein and is true and correct.
- 2. Definitions. Unless the context clearly otherwise requires, the terms defined in this Section shall, for all purposes of this Agreement, have the meanings herein specified.
 - (a) “Acquisition Facility(ies)” means the City facilities described as such in Exhibit “C” hereto.
 - (b) “Act” means the Mello-Roos Community Facilities Act of 1982, Chapter 2.5 (commencing with Section 53311) of Part 1 of Division 2 of Title 5 of the California Government Code.
 - (c) “Advance” or “Advances” means an amount advanced by Property Owner to the City for City Fee Facilities in lieu of payment of City Fees prior to the availability of sufficient Bond Proceeds. Advances shall be deemed payment of City Fees to the extent sufficient Bond Proceeds are not received or made available to the City.

(d) “Bond Proceeds” or “Proceeds of the Bonds” shall mean those net funds generated by the sale of the Bonds and investment earnings thereon, net of costs of issuance, reserve fund, capitalized interest and administrative expenses and may include net funds generated by the levy of Special Taxes and investment earnings thereon.

(e) “Bond Resolution” means that resolution, resolution supplement, fiscal agent agreement, indenture of trust or other equivalent document(s) providing for the issuance of the Bonds.

(f) “Bonds” shall mean those bonds, or other securities, issued by, or on behalf of, the CFD in one or more series, as authorized by the qualified electors within the CFD.

(g) “City Engineer Representative” means the project manager or engineer or engineers representing the City in the inspection and review of the Acquisition Facilities, which may be employees of the City or outside consultants representing the City.

(h) “City Fees” means fees for those capital improvements authorized to be financed with City development impact fees (“DIF”), for police facilities, fire facilities, community and/or recreation centers and interchange improvements, which are components of the DIF, imposed by the City as a consequence of development of any portion of the Property to finance City Fee Facilities.

(i) “City Fee Facilities” means those City capital improvements eligible to be financed with DIF or any component(s) thereof for police facilities, fire facilities, community and/or recreation centers and interchange improvements, which are components of the DIF, imposed by the City as a consequence of development of any portion of the Property to finance City Fee Facilities, as further described in Exhibit “C” hereto. City Fee Facilities financed with Bond Proceeds pursuant to this Agreement may include City capital improvements from a single DIF category or multiple DIF categories at the discretion of the City.

(j) “Disbursement Request” means a request for payment relating to City Fee Facilities in the form attached hereto as Exhibit “D.”

(k) “Other Facilities Account of the Improvement Fund” means the fund, account or sub-account of the CFD (regardless of its designation within the Bond Resolution) into which a portion of the Bond Proceeds may be deposited in accordance with the Bond Resolution to finance City Fee Facilities and/or the Acquisition Facilities and which may have subaccounts.

(l) “Party” or “Parties” shall mean any or all of the parties to this Agreement.

(m) “Payment Request” means a request for payment relating to Acquisition Facilities in the form attached hereto as Exhibit “E”.

(n) “PIA” shall mean the Public Improvements Agreement, by and between the City and the Property Owner, in the form attached hereto as Exhibit “F.”

(o) “Rate and Method” means the Rate and Method of Apportionment of the Special Tax authorizing the levy and collection of Special Taxes pursuant to proceedings undertaken for the formation of the CFD pursuant to the Act.

(p) “School Facilities” means those public improvements to be owned, operated, or maintained by the School District identified in proceedings to form the CFD that are eligible to be financed with Bond Proceeds.

(q) “Special Taxes” means the special taxes authorized to be levied and collected within the CFD pursuant to the Rate and Method.

(r) “State” means the State of California.

3. Formation of the CFD. The School District has undertaken to analyze the appropriateness of forming the CFD to finance the City Fee Facilities, Acquisition Facilities, and other facilities. The School District has retained, at the expense of Property Owner, the necessary consultants to analyze the formation of the CFD, and the CFD formation is now complete.

4. Sale of Bonds and Use of Bond Proceeds. In the event that the CFD is formed and Bonds are issued, the Board of Education of the School District acting as the legislative body of the CFD may, in its sole discretion, finance City Fee Facilities and/or Acquisition Facilities by issuing one or more series of Bonds. To the extent that the CFD and Property Owner determine that Bond Proceeds are available to finance City Fee Facilities and/or Acquisition Facilities, School District shall notify the City of the amount of such Bond Proceeds deposited in the Other Facilities Account of the Improvement Fund that is available for such purpose. It is currently anticipated that sufficient Bond Proceeds will be available to fund City Fee Facilities in an amount equal to the aggregate total of the applicable City Fees for dwelling units within the CFD and/or Acquisition Facilities; notwithstanding the foregoing, there is no assurance that City Fees will not increase in the future or available Bond proceeds be less than anticipated such that Bond Proceeds are not sufficient to fund the anticipated amount of City Fee Facilities in an amount equal to the aggregate total of the applicable City Fees and/or Acquisition Facilities. As Bond Proceeds are transferred to the City and reserved to fund City Fee Facilities as described in Section 5 below, the portion of the Property with respect to which such transfer was made shall receive a credit in the amount transferred against the payment of City Fees with respect to the Property. Nothing herein shall supersede the obligation of and owner of the Property to make Advances or otherwise pay City Fees to the City when due. The purpose of this Agreement is to provide a mechanism by which the CFD may issue the Bonds and levy Special Taxes to provide a source of funds to finance all or a portion of the City Fee Facilities and to finance Acquisition Facilities in lieu of the payment of all or a portion of the City Fees and provision of Acquisition Facilities. In the event that Bond Proceeds, including investment earnings thereon, are not available or sufficient to fully satisfy the obligation, then Property Owner shall remain obligated to make Advances for which it will receive no reimbursement (except to the extent Bond Proceeds later become available to the City) or pay City Fees to the City as required by the City in accordance with applicable law.

The Bonds shall be issued only if, in its sole discretion, the Board of Education of the School District determines that all requirements of State and federal law and all School District policies have been satisfied or have been waived by the School District. Nothing in this Agreement shall confer upon the City or any owner of the Property, including Property Owner, a right to compel the issuance of the Bonds or the disbursement of Bond Proceeds to fund City Fee Facilities and/or Acquisition Facilities except in accordance with the terms of this Agreement.

5. Disbursements for City Fee Facilities.

(a) Upon the funding of the Other Facilities Account of the Improvement Fund with funds reserved to fund City Fee Facilities, the Property Owner shall notify the City of the amount of Bond Proceeds reserved to fund City Fee Facilities and the Property Owner and the City may execute and submit a Disbursement Request for payment to the School District or the CFD requesting disbursement of an amount equal to all or a portion of the Advances from the Other Facilities Account of the Improvement Fund to the extent that Bond Proceeds are available in the Other Facilities Account of the Improvement Fund for such purpose. Upon the City's receipt of funds pursuant to such Disbursement Request, the Property Owner shall receive reimbursement of the Advances from the City. To facilitate the City's bookkeeping, the City may direct in a Disbursement Request, that all or a portion of a payment be made directly to the Property Owner as reimbursement for Advances made by the Property Owner. In the event of a reimbursement to the Property Owner pursuant to the preceding sentence, the City shall account for an equivalent amount of Advances previously received from the Property Owner in accordance with Section 5(c) below.

To the extent that the City expends all or a portion of an Advance pending the deposit of Bond Proceeds in the Other Facilities Account of the Improvement Fund, for purposes of Treasury Regulations regarding investment and expenditure of Bond Proceeds and State law provisions regarding financing of public capital facilities, the Advance shall be considered an interest free loan by the Property Owner, which the City agrees to repay to the extent of the deposit, if any, of Bond Proceeds in the Other Facilities Account of the Improvement Fund and the City's written direction as described below to pay all or a portion of such deposit to the Property Owner as repayment of an Advance.

(b) From time to time following the funding of the Other Facilities Account of the Improvement Fund, Property Owner may notify the City in writing and the City and Property Owner may jointly request a disbursement from the Other Facilities Account of the Improvement Fund to fund City Fee Facilities by executing and submitting a Disbursement Request. Upon receipt of such Disbursement Request completed in accordance with the terms of this Agreement, the CFD shall wire transfer or otherwise pay to the City (or upon the City's written direction pay to the Property Owner or a City contractor) such requested funds to the extent that Bond Proceeds are then available, or subsequently become available, in the Other Facilities Account of the Improvement Fund for such purpose. Upon such notice and the City's receipt of such disbursement (or upon payment to the Property Owner or a City contractor in accordance with directions from the City relating to City Fee Facilities), the Property Owner shall be deemed to have satisfied the portion of the applicable City Fees with respect to the number of dwelling units or lots for which City Fees would otherwise have been required in an amount equal to such disbursement divided by the per lot or unit amount of the applicable City Fees.

(c) The City agrees that prior to submitting a Disbursement Request requesting payment from the CFD it shall review and approve all costs included in its request and will have already paid contractually or incurred such costs of City Fee Facilities from its own funds (which may include Advances from the Property Owner) subsequent to the date of this Agreement, or will disburse such amounts to pay the costs of the City Fee Facilities following receipt of funds from the CFD. For City Fee Facilities to be constructed, in the event that the City does not disburse any Bond Proceeds (or equivalent amount of Advances repaid pursuant to the second to the last sentence of the first paragraph of Section 5(a) above) received by it to third parties within five banking days of receipt, it will trace and report to the CFD all earnings, if any, earned by the City, from the date of receipt of such Bond

Proceeds by the City (or the date of disbursement pursuant to the second to the last sentence of the first paragraph of Section 5(a) above) to the date of expenditure by the City for capital costs of the City Fee Facilities. Such report shall be delivered at least annually until all Bond Proceeds are expended by the City.

(d) Subject to Section 5(e) below, the City agrees to maintain adequate internal controls over its payment function and to maintain accounting records in accordance with generally accepted accounting procedures. The City will, upon request, provide the School District and/or Property Owner with access to the City's records related to the City Fee Facilities and expenditure of Advances and will provide to the School District its annual financial report certified by an independent certified public accountant for purposes of assisting the School District in calculating the arbitrage rebate obligation of the CFD, if any.

(e) At the City's discretion, the City may elect to satisfy the tracing and accounting of Bond Proceeds requirements set forth in Section 5 of this Agreement by selecting and depositing unexpended Bond Proceeds with a commercial bank, savings bank, savings and loan association or other financial institution which is authorized by law to accept, hold, trace and account for deposits of money (the "**Deposit Institution**"). Property Owner shall pay for all costs and expenses associated with such Deposit Institution and shall pay said costs and expenses as provided in the written direction of the City.

(f) The School District or the CFD agrees to maintain full and accurate records of all amounts, and investment earnings, if any, expended from the Other Facilities Account of the Improvement Fund and expenditure of Advances. The School District or the CFD will, upon request, provide the City and/or Property Owner with access to the School District's or the CFD's records related to the Other Facilities Account of the Improvement Fund.

(g) As a condition to receiving Bond Proceeds, the City agrees that it shall provide to the School District a certificate substantially in the form attached hereto as Exhibit "G."

6. Ownership of City Fee Facilities and Acquisition Facilities. The City Fee Facilities and Acquisition Facilities, once acquired, shall be and remain the property of the City.

(a) Acquisition Facilities. The requirements of this Section 6 shall apply to any Acquisition Facility for which a Payment Request is submitted to the City pursuant to this Section 6. The City and Property Owner shall enter into a PIA for all of the Acquisition Facilities. All Acquisition Facilities shall be constructed in accordance with the PIA and nothing in this Agreement shall amend, restate or supersede the requirements set forth in the PIA. The City and not the School District, shall be responsible for determining the Property Owner's compliance with the PIA and this Section 6.

(b) Design Plans and Specifications. All plans, specifications and bid documents for the Acquisition Facility ("**Plans**") constructed or to be constructed by the Property Owner shall be prepared by the Property Owner at the Property Owner's initial expense, subject to approval by the City. Costs for preparation of the Plans shall be included in the acquisition price. Costs for revisions to Plans will be considered on a case by case basis at the sole discretion of the City. The Property Owner shall not award bids for construction, or commence or cause commencement of construction, of the Acquisition Facility, except as set forth in Section 6(c).

(c) Construction of Acquisition Facilities. A qualified engineering firm (the “**Field Engineer**”) shall be employed by the Property Owner to provide all field engineering surveys determined to be necessary by the City’s inspection personnel. Field Engineer shall promptly furnish to the City a complete set of grade sheets listing all locations, offsets, etc., in accordance with good engineering practices, and attendant data and reports resulting from Field Engineer’s engineering surveys and/or proposed facility design changes. The City shall have the right, but not the obligation, to review, evaluate and analyze whether such results comply with applicable specifications.

A full-time soils testing firm, approved in writing by City, shall be employed by Property Owner to conduct soil compaction testing and certification. Property Owner shall promptly furnish results of all such compaction testing to City for its review, evaluation and decision as to compliance with applicable specifications. In the event the compaction is not in accordance or compliance with applicable specifications, Property Owner shall be fully liable and responsible therefore. A final report shall be required fully certifying all required compaction efforts prior to acceptance of each of the Acquisition Facilities.

The costs of all surveying, testing and reports associated with the Acquisition Facility furnished and constructed by the Property Owner’s contractor(s) shall be included in the acquisition price.

The City shall not be responsible for conducting any environmental, archaeological, biological, or cultural studies or any mitigation or permitting requirements that may be requested by appropriate Federal, State, and/or local agencies with respect to the Acquisition Facility. Any such work shall be paid for and conducted by the Property Owner and included in the acquisition price of the Acquisition Facility.

(d) City Public Works Requirements. In order that the Acquisition Facility may be properly and readily acquired by the City, the Property Owner shall comply with all of the following requirements with respect to the Acquisition Facility, and the Property Owner shall provide such proof to the City as the City may reasonably require and at such intervals and in such form as the City may reasonably require, that the following requirements have been satisfied as to the Acquisition Facility:

(i) The Property Owner will prepare a bid package for review, comment and approval by the City Manager of the City or his designee (the “**City Representative**”) in accordance with the City’s requirements and the California Public Contracts Code.

(ii) The Property Owner shall, after obtaining at least three sealed bids for the construction of the Acquisition Facility in conformance with the procedures and requirements of the City, submit to the City written evidence of such competitive bidding procedure, including evidence of the means by which bids were solicited, a listing of all responsive bids and their amounts, and the name or names of the contractor or contractors to whom the Property Owner proposes to award the contracts for such construction, which shall be the lowest responsible bidder. If the City Representative disapproves of any such contractor, the Property Owner shall select the next lowest responsible bidder from the competitive bids received who is acceptable to the City Representative.

(iii) Property Owner shall make arrangements with City to schedule the bid opening, which is to be held at City offices, conducted by Property Owner and witnessed by City staff.

(iv) The specifications and bid and contract documents shall require all such contractors to pay prevailing wages and to otherwise comply with applicable provisions of the Labor Code, the Government Code and the Public Contract Code relating to public works projects and as required by the procedures and standards of the City with respect to the construction of its public works projects.

(v) All Contractors shall be required to furnish labor and material payment bonds and contract performance bonds in accordance with the PIA. All such bonds shall be in a form approved by the City Representative.

(vi) All Contractors shall be required to provide proof of insurance coverage throughout the term of the construction of such Acquisition Facilities which they will construct in conformance with the approved Plans in accordance with the PIA.

(vii) The Property Owner and all such Contractors shall comply with such other requirements relating to the construction of such Acquisition Facilities which the City may impose by written notification delivered to the Property Owner and each such Contractor at any time either prior to the receipt of bids by the Property Owner for the construction of such Acquisition Facilities or, to the extent required as a result of changes in applicable laws, during the progress of construction thereof. In accordance with this Section 6(c), the Property Owner shall be deemed the awarding body and shall be solely responsible for compliance and enforcement of the provisions of the State Labor Code, Government Code, and Public Contract Code to the extent expressly applicable to a nongovernmental entity constructing infrastructure to be acquired by a public entity.

(viii) The Property Owner shall provide proof to the City, at such intervals and in such form as the City Representative may require that the foregoing requirements have been satisfied as to all of the Acquisition Facilities constructed by Property Owner, acquired by City and paid for with Bond Proceeds.

(ix) The Property Owner and its contractor and subcontractors shall be required to provide proof of insurance coverage throughout the term of the construction of the Acquisition Facility, which they will construct in conformance with the City's requirements and the PIA.

(x) The Property Owner and all such contractors shall comply with such other requirements relating to the construction of the Acquisition Facility which the City may impose by written notification delivered to the Property Owner and each such contractor at the time either prior to the receipt of bids by the Property Owner for the construction of such Acquisition Facility or, to the extent required as a result of changes in applicable laws, during the progress of construction thereof. In accordance with Section 6(d), the Property Owner shall be deemed the awarding body and shall be solely responsible for compliance and enforcement of the provisions of the Labor Code, Government Code, and Public Contract Code.

(xi) A "**Change Order**" is an order from the Property Owner to a contractor authorizing a change in the work to be performed. The Property Owner shall receive comments from the City Representative prior to the Property Owner's approval of any Change Order. The City Representative shall comment on or deny the Change Order request within ten (10) business days of receipt of all necessary information. The City's comments to a Change Order shall not be unreasonably

delayed, conditioned or withheld. The Property Owner shall not be entitled to include in the acquisition price costs associated with a Change Order that have not been approved by the City Representative.

(e) Inspection; Completion of Construction. The City shall regularly inspect the Acquisition Facilities with a final inspection at the request of the Property Owner. Such inspection does not include inspection for compliance with safety requirements by the Property Owner's contractor(s). The City's personnel shall be granted access to each construction site at all reasonable times for the purpose of accomplishing such inspection. Upon satisfaction of the City's inspectors, the Property Owner shall notify the City in writing that an Acquisition Facility has been completed in accordance with the Plans. The Property Owner shall pay the City the estimated costs associated with the activities of the City Representative in administering its obligations with respect to this Agreement in advance at the request of the City.

The Property Owner shall request the City to perform a final inspection of each Acquisition Facility, prior to which such Acquisition Facility shall not be deemed complete. Within three (3) business days of receipt of written notification from the City inspectors that an Acquisition Facility has been completed in accordance with the Plans, the City Representative shall notify the Property Owner in writing that such Acquisition Facility has been satisfactorily completed. Upon receiving such notification, the Property Owner shall file a Notice of Completion with the County of Riverside Recorder's Office, pursuant to the provisions of Section 3093 of the Civil Code. The Property Owner shall furnish to the City a duplicate copy of each such Notice of Completion showing thereon the date of filing with the County of Riverside (the "**County**"). The City will in turn file a notice with the County for acceptance.

(f) Liens. With respect to the Acquisition Facility, upon the earlier of (i) receipt of all applicable lien releases, or (ii) expiration of the time for the recording of claim of liens as prescribed by Sections 3115 and 3116 of the Civil Code, the Property Owner shall provide to the City such evidence or proof as the City shall require that all persons, firms and corporations supplying work, labor, materials, supplies and equipment for the construction of the Acquisition Facility have been paid, and that no claims of liens have been recorded by or on behalf of any such person, firm or corporation.

(g) Acquisition; Acquisition Price; Source of Funds. The costs eligible to be included in the acquisition price of the Acquisition Facility (the "**Actual Costs**") shall include:

(i) The actual hard costs for the construction of such Acquisition Facility as established by the City-approved construction contracts and approved Change Orders, including costs of payment, performance and maintenance bonds and insurance costs, pursuant to this Agreement;

(ii) The design and engineering costs of such Acquisition Facility including, without limitation, the costs incurred in preparing the Plans. Costs for plan revisions will be considered on a case by case basis;

(iii) The costs of environmental evaluations and public agency permits and approvals attributable to the Acquisition Facility;

(iv) Costs incurred by the Property Owner for construction management and supervision of such Acquisition Facility, not to exceed five percent (5%) of the actual construction cost;

(v) Professional costs associated with the Acquisition Facility such as engineering, inspection, construction staking, materials, testing and similar professional services; and

(vi) Costs approved by the City of acquiring from an unrelated third party any real property or interests therein required for the Acquisition Facility including, without limitation, temporary construction easements, temporary by-pass road and maintenance easements.

Provided the Property Owner has complied with the requirements of this Agreement, the City agrees to execute and submit to the School District a Payment Request for payment of the acquisition price of the completed Acquisition Facility to the Property Owner or its designee within thirty (30) days after the Property Owner's satisfaction of the preconditions to such payment stated herein.

As a condition to the City's execution of the Payment Request for the acquisition price, the property ownership of the completed Acquisition Facility shall be transferred to the City by grant deed, bill of sale or such other documentation as the City may require free and clear of all taxes, liens, encumbrances, and assessments, but subject to any exceptions determined by the City to not interfere with the actual or intended use of the land or interest therein (including the lien of a community facilities district so long as the subject property is exempt from taxation or is otherwise not taxable by such community facilities district). Upon the transfer of property ownership of the Acquisition Facility or any portion thereof to the City, the City shall be responsible for the maintenance of such Acquisition Facility or the portion transferred. Notwithstanding the foregoing, the acquisition price of an Acquisition Facility may be paid prior to transfer of property ownership and acceptance of the Acquisition Facility if it is substantially completed at the time of payment. The Acquisition Facility shall be considered "substantially complete" when it has been reasonably determined by the City to be usable, subject to final completion of "punch list" items, such items still required to be completed based solely upon approval of the City's inspectors.

For purposes of determining the acquisition price to be paid by the CFD for the acquisition of each Acquisition Facility by the City, the value of such Acquisition Facility shall include the construction costs specified in the City-approved contracts and the City-approved change orders conforming to this Section 6, as hereinbefore specified. The City approval is a condition prior to initiation of contract work. However, if the City reasonably determines that the additional Actual Costs are excessive and that the value of the Acquisition Facility is less than the total amount of such Actual Costs and such construction costs, the price to be paid for the acquisition of the Acquisition Facility shall be the value thereof as determined by the City Engineer Representative, subject, however, to the Property Owner's right to appeal to the City Council.

Upon completion of the construction of an Acquisition Facility, the Property Owner shall deliver or cause to be delivered to the City a Payment Request in substantially the form of Exhibit "E," attached hereto, copies of the contract(s) with the contractor(s) who have constructed the Acquisition Facility and other relevant documentation with regard to the payments made to such contractor(s) and each of them for the construction of the Acquisition Facility, documentation evidencing payment of prevailing wages, and shall also provide to the City invoices and purchase orders with respect to all equipment, materials and labor purchased for the construction of the

Acquisition Facility. The City shall require the City Engineer Representative to complete its determination of the acquisition price of the Acquisition Facility as promptly as is reasonably possible.

Notwithstanding the preceding provisions of this Section, the source of funds for the acquisition of the Acquisition Facility or any portion thereof shall be funds on deposit in the Other Facilities Account of the Improvement Fund. If no such funds are available, the City shall not be required to acquire the Acquisition Facility from the Property Owner. In such event, the Property Owner shall complete the design and construction and offer to the City property ownership of such portions of the Acquisition Facility as are required to be constructed by the Property Owner as a condition to recordation of subdivision maps for the Property, but need not construct any portion of the Acquisition Facility which it is not so required to construct.

(h) Easements and/or Fee Title Property Ownership Deeds. The Property Owner shall, at the time the City acquires the Acquisition Facility as provided in Section 6(g) hereof, grant or cause to be granted to the City, by appropriate instruments prescribed by the City, all easements across private property and/or fee title property ownership deeds which may be reasonably necessary for the proper operation and maintenance of such Acquisition Facility, or any part thereof.

(i) Permits. The Property Owner shall be responsible for obtaining all necessary construction permits and encroachment permits from the City covering construction and installation of the Acquisition Facility.

(j) Maintenance. Prior to the transfer of property ownership of an Acquisition Facility by the Property Owner to the City, as provided in Section 6(g) hereof, the Property Owner shall be responsible for the maintenance thereof and shall require its contractor(s) to repair all facilities damaged by any party, prior to acceptance by the City and/or make corrections determined to be necessary by the City's inspection personnel.

(k) Inspection of Records. The City shall have the right to review all books and records of the Property Owner pertaining to the costs and expenses incurred by the Property Owner for the design and construction of the Acquisition Facility during normal business hours by making arrangements with the Property Owner. The Property Owner shall have the right to review all books and records of the City pertaining to costs and expenses incurred by the City for services of the City Engineer Representative by making arrangements with the City and paying the City the City's estimated costs for such services in advance.

(l) Property Ownership of Improvements. Notwithstanding the fact that some or all of the Acquisition Facility may be constructed in dedicated street rights-of-way or on property which has been or will be dedicated to the City, each Acquisition Facility shall be and remain the property of the Property Owner until acquired by the City as provided in this Agreement.

(m) Materials and Workmanship Warranty. Property Owner shall provide materials and workmanship warranties as set forth in the PIA.

(n) Insurance Requirements. Neither the Property Owner nor its contractor shall commence work on a Facility under this Agreement prior to obtaining all insurance required by the PIA for such Facility with a company or companies acceptable to the City, nor shall the Property Owner's contractor allow any subcontractor to commence work on its subcontract until all insurance required of the subcontractor has been obtained.

The Property Owner shall, during the life of this Agreement, notify the City in writing of any incident giving rise to any potential bodily injury or property damage claim and any resultant settlements, whether in conjunction with this or any other project which may affect the limits of the required coverage, as soon as is reasonable and practical

(o) Independent Contractor. In performing this Agreement with respect to the Acquisition Facilities, the Property Owner is an independent contractor and not the agent of the City. The City shall not have any responsibility for payment to any contractor, subcontractor or supplier of the Property Owner. It is not intended by the Parties that this Agreement create a partnership or joint venture among them and this Agreement shall not otherwise be construed.

8. Indemnification.

(a) *Indemnification by the School District*. The School District shall assume the defense of, indemnify and save harmless, the City and its respective officers, employees, and agents, and each and every one of them, from and against all actions, damages, claims, losses, or expenses of every type and description to which they may be subjected or put, by reason of, or resulting from, any act or omission of the School District with respect to this Agreement and the issuance of the Bonds; provided, however, that the School District shall not be required to indemnify any person or entity as to damages resulting from negligence or willful misconduct of such person or entity or their officers, agents, or employees.

(b) *Indemnification by Property Owner*. Property Owner shall assume the defense of, indemnify and save harmless, the School District, the CFD, and the City, their respective officers, employees, and agents, and each and every one of them, from and against all actions, damages, claims, losses, or expenses of every type and description to which they may be subjected or put, by reason of, or resulting from, any act or omission of Property Owner with respect to this Agreement; provided, however, that Property Owner shall not be required to indemnify any person or entity as to damages resulting from willful misconduct of such person or entity or their officers, agents, or employees.

(c) *Indemnification by the City*. The City shall assume the defense of, indemnify and save harmless, the School District, the CFD and their respective officers, employees, and agents, and each and every one of them, from and against all actions, damages, claims, losses, or expenses of every type and description to which they may be subjected or put, by reason of, or resulting from, any act or omission of the City with respect to this Agreement, and the design, engineering, and construction of the City Fee Facilities constructed by the City and Acquisition Facilities acquired by the City; provided, however, that the City shall not be required to indemnify any person or entity as to damages resulting from negligence or willful misconduct of such person or entity or their officers, agents, or employees. In addition to the obligations set forth in Section 8(b) above, Property Owner shall indemnify the City, their respective officers, employees, and agents, and each and every one of them, from and against all actions, damages, claims, losses, or expenses of every type as a result of the City indemnifying the School District and/or the CFD under this Section 8(c).

9. Allocation of Special Taxes. The Board of Education of the School District, as the legislative body of the CFD, shall annually levy the Special Tax as provided for in the formation proceedings of the CFD. The entire amount of any Special Tax levied by the CFD to repay Bonds, or to fund other obligations, shall be allocated to the CFD.

10. Amendment and Assignment. This Agreement may be amended at any time but only in writing signed by each Party hereto. This Agreement may be assigned, in whole or in part, by Property Owner to the purchaser of any parcel of land within the Property provided, however, such assignment shall not be effective unless and until the City and the School District have been notified, in writing, of such assignment and the assignment specifies whether the Property Owner or such assignee is authorized to execute disbursement requests and whether the Property Owner or such assignee is to be reimbursed for Advances which have not been reimbursed at the time of such notice.

11. Entire Agreement. This Agreement contains the entire agreement between the Parties with respect to the matters provided for herein and supersedes all prior agreements and negotiations between the Parties with respect to the subject matter of this Agreement.

12. Notices. Any notice, payment, or instrument required or permitted by this Agreement to be given or delivered to either Party shall be deemed to have been received when personally delivered or seventy-two hours following deposit of the same in any United States Post Office in California, registered or certified, postage prepaid, addressed as follows:

School District: Val Verde Unified School District
975 West Morgan Street
Perris, CA 92571
Attn: Deputy Superintendent, Business Services

City: City of Moreno Valley
14177 Fredrick Street
PO Box 88005
Moreno Valley, CA 92552
Attn: City Clerk

Property Owner: MPLC Legacy 75 Associates, LP
c/o Mission Pacific Land Company
4100 Newport Place, Suite 480
Newport Beach, CA 92660
Attn: Randall C. Luce

Each Party may change its address for delivery of notice by delivering written notice of such change of address to the other Parties hereto. Each such notice, statement, demand, consent, approval, authorization, offer, designation, request or other communication hereunder shall be deemed delivered to the party to whom it is addressed (a) if personally served or delivered, upon delivery, (b) if given by electronic communication, whether by telex, telegram or telecopier upon the sender’s receipt of written acknowledgement from the addressee, (c) if given by registered or certified mail, return receipt requested, deposited with the United States mail postage prepaid, 72 hours after such notice is deposited with the United States mail, (d) if given by overnight courier, with courier charges prepaid, 24 hours after delivery to said overnight courier, or (e) if given by any other means, upon delivery at the address specified in this Section.

13. Exhibits. All exhibits attached hereto are incorporated into this Agreement by reference.

Attachment: Resolution Approving JCFA [Revision 2] (3507 : ADOPT A RESOLUTION TO APPROVE A JOINT COMMUNITY FACILITIES

14. Attorneys' Fees. In the event of the bringing of any action or suit by any Party against any other Party arising out of this Agreement, the Party in whose favor final judgment shall be entered shall be entitled to recover from the losing Party all costs and expenses of suit, including reasonable attorneys' fees.

15. Interpretation in the event of Ambiguities or Disputes. The Parties acknowledge and agree that each has been given the opportunity to review this Agreement with legal counsel independently, and/or has the requisite experience and sophistication to understand, interpret, and agree to the particular language of the provisions hereof. In the event of an ambiguity in or dispute regarding the interpretation of same, the interpretation of this Agreement shall not be resolved by any rule of interpretation providing for interpretation against the Party who causes the uncertainty to exist or against the drafter.

16. Severability. If any part of this Agreement is held to be illegal or unenforceable by a court of competent jurisdiction, the remainder of this Agreement shall be given effect to the fullest extent reasonably possible.

17. Governing Law. This Agreement and any dispute arising hereunder shall be governed by and interpreted in accordance with the laws of the State of California.

18. Waiver. Failure by a Party to insist upon the strict performance of any of the provisions of this Agreement by any other Party hereto, or the failure by a Party to exercise its rights upon the default of any other Party, shall not constitute a waiver of such Party's right to insist and demand strict compliance by such other Party with the terms of this Agreement thereafter.

19. No Third Party Beneficiaries. No person or entity other than the CFD shall be deemed to be a third party beneficiary hereof, and nothing in this Agreement (either express or implied) is intended to confer upon any person or entity, other than the City, the School District, the CFD, and Property Owner (and their respective successors and assigns, exclusive of individual homebuyers), any rights, remedies, obligations, or liabilities under or by reason of this Agreement.

20. Singular and Plural; Gender. As used herein, the singular of any word includes the plural, and terms in the masculine gender shall include the feminine.

21. Counterparts. This Agreement may be executed in counterparts, each of which shall be deemed an original, but all of which shall constitute but one instrument.

[Remainder of Page Intentionally Left Blank; Signature Page Follows]

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the day and year written above.

VAL VERDE UNIFIED SCHOOL DISTRICT

By: _____
Michael R. McCormick, Superintendent

ATTEST:

By: _____
Secretary to the Board

CITY OF MORENO VALLEY

By: _____

ATTEST:

By: _____

APPROVED AS TO FORM:

By: _____

PROPERTY OWNER

**MPLC LEGACY 75 ASSOCIATES, LP,
a Delaware limited liability company**

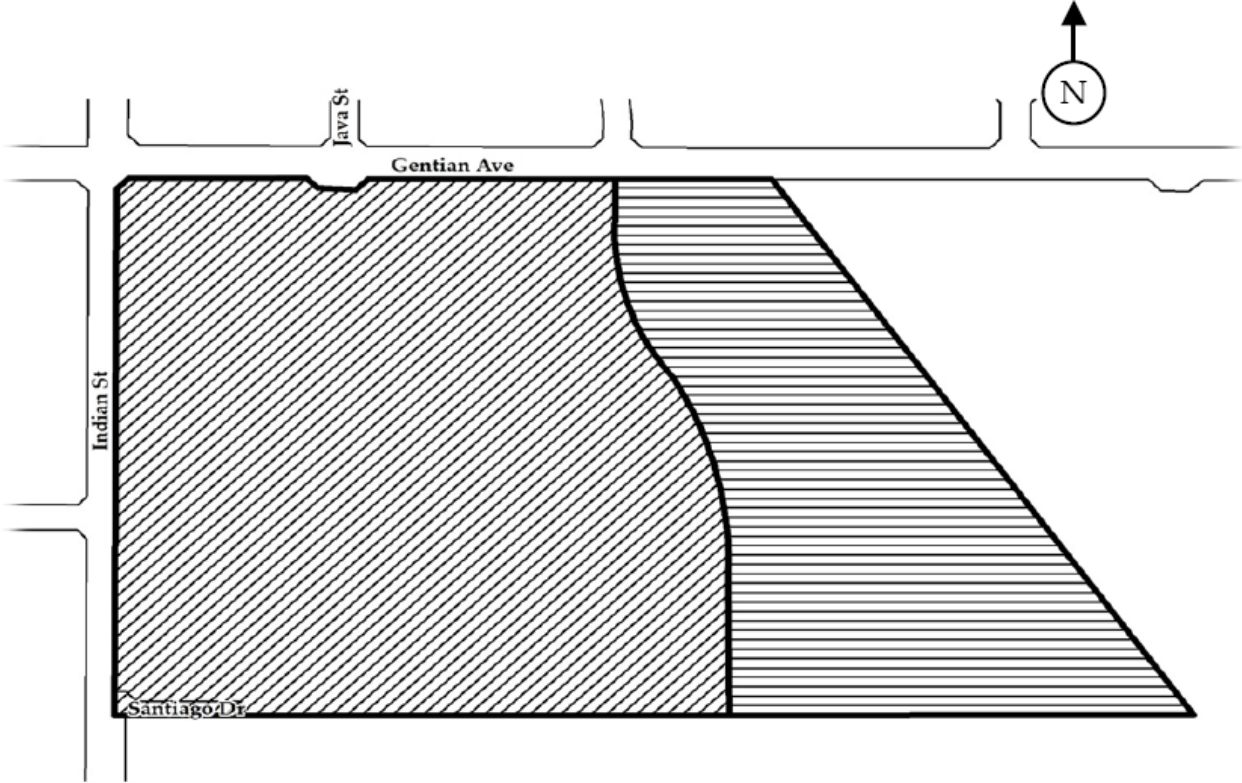
By: MISSION PACIFIC LAND COMPANY,
a Delaware limited liability company, its
General Partner

By: _____
Name: Randall C. Luce
Its: Managing Director

Attachment: Resolution Approving JCFA [Revision 2] (3507 : ADOPT A RESOLUTION TO APPROVE A JOINT COMMUNITY FACILITIES

EXHIBIT "A"
VAL VERDE UNIFIED SCHOOL DISTRICT
COMMUNITY FACILITIES DISTRICT NO. 2018-1 (MPLC LEGACY 75)

BOUNDARY MAP; DEPICTION OF PROPERTY



LEGEND

	Boundaries of Community Facilities District No. 2018-1 Zone 1
	Boundaries of Community Facilities District No. 2018-1 Zone 2

Attachment: Resolution Approving JCFA [Revision 2] (3507 : ADOPT A RESOLUTION TO APPROVE A JOINT COMMUNITY FACILITIES

EXHIBIT “B”

**VAL VERDE UNIFIED SCHOOL DISTRICT
COMMUNITY FACILITIES DISTRICT NO. 2018-11 (MPLC LEGACY 75)**

DESCRIPTION OF PROPERTY

Real property in the City of Moreno Valley, County of Riverside, State of California, described as follows:

APNS

485-220-023

485-220-032

485-220-040

Attachment: Resolution Approving JCFA [Revision 2] (3507 : ADOPT A RESOLUTION TO APPROVE A JOINT COMMUNITY FACILITIES

EXHIBIT “C”**VAL VERDE UNIFIED SCHOOL DISTRICT
COMMUNITY FACILITIES DISTRICT NO. 2018-1 (MPLC LEGACY 75)****CITY FACILITIES**

1. City Fee Facilities. The type of City Fee Facilities eligible to be financed by the CFD under the Act are the capital improvements authorized to be financed with City development impact fees (“**DIF**”) limited to DIF for police facilities, fire facilities, community and/or recreation centers and interchange improvements (which does not include any regional impact fees (i.e. Western Riverside Council of Governments Transportation Uniform Mitigation Fee)). The amount of the City Fee Facilities will be based on the applicable fee schedule, which is subject to change.

2. Acquisition Facilities. The types of Acquisition Facilities eligible to be financed by the CFD under the Act shall consist of capital improvements, including but not limited to city-maintained storm drain and park and trail improvements, including all costs of site acquisition, planning, design, engineering, legal services, materials testing, coordination, surveying, construction staking, construction inspection and any and all appurtenant facilities to the foregoing required to serve the Property. The facilities listed above are representative of the types of facilities eligible to be financed by the CFD as Acquisition Facilities. Detailed scope and limits of specific projects will be determined by the Property Owner and the City, as appropriate, consistent with the standards of the City.

Sequence No. _____
City SA# _____

EXHIBIT "D"

**VAL VERDE UNIFIED SCHOOL DISTRICT
COMMUNITY FACILITIES DISTRICT NO. 2018-1 (MPLC LEGACY 75)**

DISBURSEMENT REQUEST FORM

1. Val Verde Unified School District Community Facilities District No. 2018-1 (the "CFD") is hereby requested to pay from Bond Proceeds to the City of Moreno Valley (the "City"), as Payee, or to the City's designee, the sum set forth in 3 below.

2. The undersigned certifies that the amount requested for City Fee Facilities is due and payable, has not formed the basis of prior request or payment, and is being made with respect to the Joint Community Facilities Agreement by and among Val Verde Unified School District, City of Moreno Valley, and MPLC Legacy 75 Associates, LP, dated as of _____, 2019 (the "JCFA").

3. Amount requested: \$ _____

For Tract / Lot Nos: _____

4. The amount set forth in 3 above is authorized and payable pursuant to the terms of the JCFA. Capitalized terms not defined herein shall have the meaning set forth in the JCFA. The City shall spend the Bond Proceeds allocated hereby in accordance with the requirements set forth in Section 5 of the JCFA.

By entering into the JCFA and requisitioning Bond Proceeds as described herein, the City is not passing upon, determining or assuming the tax-exempt status of the Bonds for federal or California state income tax purposes.

PROPERTY OWNER

MPLC LEGACY 75 ASSOCIATES, LP,
a Delaware limited liability company

By: MISSION PACIFIC LAND COMPANY,
a Delaware limited liability company, its
General Partner

By: _____
Name: Randall C. Luce
Its: Managing Director
Date: _____

CITY OF MORENO VALLEY

By: _____
Name: _____
Title: _____

ATTEST:

By: _____
Clerk of the City

cc: City Finance Dept.

Attachment: Resolution Approving JCFA [Revision 2] (3507 : ADOPT A RESOLUTION TO APPROVE A JOINT COMMUNITY FACILITIES

EXHIBIT “E”**VAL VERDE UNIFIED SCHOOL DISTRICT
COMMUNITY FACILITIES DISTRICT NO. 2018-1 (MPLC LEGACY 75)****PAYMENT REQUEST FORM****VAL VERDE UNIFIED SCHOOL DISTRICT CFD NO. 2018-1 (MPLC LEGACY 75) – OTHER
FACILITIES ACCOUNT OF THE IMPROVEMENT FUND**

Val Verde Unified School District (“**School District**”), City of Moreno Valley (the “**City**”) and MPLC Legacy 75 Associates, LP (“**Property Owner**”) are parties to the Joint Community Facilities Agreement, dated as of _____, 2019 (the “**City JCFA**”). Capitalized undefined terms used herein shall have the meanings ascribed thereto in the City JCFA. Pursuant to the City JCFA, Property Owner hereby requests approval of the acquisition price of the Acquisition Facility(ies) described in Attachment A attached hereto. In connection with this Payment Request, Property Owner hereby represents and warrants to the City as follows:

- (a) The person executing this Payment Request is qualified to execute this Payment Request on behalf of Property Owner and knowledgeable as to the matters set forth herein.
- (b) The Acquisition Facility(ies) have been constructed in accordance with the Plans therefor, and in accordance with all applicable City standards and the requirements of the City JCFA.
- (c) The true and correct Actual Cost of the Acquisition Facility(ies) is set forth in Attachment A.
- (d) Property Owner has submitted or submits herewith to the City the contracts, invoices, receipts, worksheets and other evidence of Actual Costs which are in sufficient detail to allow the City Engineer Representative to verify the Actual Cost of the Acquisition Facility(ies) for which payment is requested.
- (e) There are no liens, rights to lien or attachment upon, or claims affecting the right to receive the payment requested herein which has not been released or will not be released simultaneously with the payment of such obligation, other than materialmen’s or mechanics’ liens accruing by operation of law. Copies of lien releases for all work for which payment is requested hereunder are attached hereto.

Property Owner hereby declares under penalty of perjury that the above representations and warranties are true and correct.

Property Owner hereby requests that the acquisition be paid to the person or persons, in the amount set forth in Attachment B hereto.

**PROPERTY OWNER
PROPERTY OWNER**

MPLC LEGACY 75 ASSOCIATES, LP,
a Delaware limited liability company

By: MISSION PACIFIC LAND COMPANY,
a Delaware limited liability company, its
General Partner

By: _____
Name: Randall C. Luce
Its: Managing Director

Attachment: Resolution Approving JCFA [Revision 2] (3507 : ADOPT A RESOLUTION TO APPROVE A JOINT COMMUNITY FACILITIES

CONFIRMATION AND APPROVAL BY THE CITY

The City has (a) confirmed that the Acquisition Facility(ies) described in Attachment A is complete and was constructed in accordance with the Plans therefor, and (b) reviewed, verified and approved the acquisition price of such Acquisition Facility(ies). Such Acquisition Facility(ies) is/are complete and the acquisition price therefor eligible for payment is \$_____. The amount to be paid and the payee(s) are described in Attachment B.

Date:

AUTHORIZED REPRESENTATIVE OF THE CITY

By: _____

Attachment: Resolution Approving JCFA [Revision 2] (3507 : ADOPT A RESOLUTION TO APPROVE A JOINT COMMUNITY FACILITIES

ATTACHMENT A

Acquisition Facility	Actual Cost	Acquisition Price*
Total Acquisition Price to be Paid:		

ATTACHMENT B

ACQUISITION PRICE PAYMENT INSTRUCTIONS

[Include name and address of payee and wire transfer instructions]

Attachment: Resolution Approving JCFA [Revision 2] (3507 : ADOPT A RESOLUTION TO APPROVE A JOINT COMMUNITY FACILITIES

EXHIBIT “F”

FORM OF PUBLIC IMPROVEMENTS AGREEMENT

Attachment: Resolution Approving JCFA [Revision 2] (3507 : ADOPT A RESOLUTION TO APPROVE A JOINT COMMUNITY FACILITIES

EXHIBIT "G"

FORM OF CITY CERTIFICATION

\$ _____
**VAL VERDE UNIFIED SCHOOL DISTRICT
COMMUNITY FACILITIES DISTRICT NO. 2018-1
20__ SPECIAL TAX BONDS**

CERTIFICATE OF THE CITY OF MORENO VALLEY

WHEREAS, Val Verde Unified School District Community Facilities District No. 2018-1 (the "CFD") is issuing the above-captioned bonds (the "Bonds") for the purpose of financing certain infrastructure capital improvements, including the capital expenditures of facilities owned by the City of Moreno Valley (the "City");

WHEREAS, the CFD will make available to the City \$ _____ of Bond proceeds (the "Proceeds");

WHEREAS, the City has read and understands the restrictions of the Tax Certificate (the "Tax Certificate") of the CFD, dated _____, 20__, with respect to the Bonds;

NOW, THEREFORE, the City covenants the following:

1. The City will expend the Proceeds on capital costs (the "Costs") paid to third parties for City improvements or equipment (the "City Project").
2. The City will maintain records regarding the investment and expenditure of the Proceeds and the usage of the City Project.
3. The City will cooperate with the CFD regarding compliance with the terms of the Tax Certificate, including remitting any rebatable arbitrage on the Proceeds, if any, to the CFD to comply with the restrictions of Section 148(f) of the Code.
4. None of the City will be subject to Private Use (as defined in the Tax Certificate) absent consent of the CFD.

All terms not defined herein have the meaning ascribed in the attached Tax Certificate.

Dated: _____, 20__

CITY OF MORENO VALLEY

By: _____
[Name]
[Title]

RESOLUTION JURAT

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF MORENO VALLEY)

I, Pat Jacquez-Nares, City Clerk of the City of Moreno Valley, California, do hereby certify that Resolution No. 2019-___ was duly and regularly adopted by the City Council of the City of Moreno Valley at a regular meeting thereof held on the 16th day of April, 2019 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

(Council Members, Mayor Pro Tem and Mayor)

CITY CLERK
(SEAL)

Attachment: Resolution Approving JCFA [Revision 2] (3507 : ADOPT A RESOLUTION TO APPROVE A JOINT COMMUNITY FACILITIES

JOINT COMMUNITY FACILITIES AGREEMENT

relating to

Val Verde Unified School District Community Facilities District No. 2018-1 (MPLC Legacy 75)

by and among

Val Verde Unified School District, City of Moreno Valley and
MPLC Legacy 75 Associates, LP

THIS JOINT COMMUNITY FACILITIES AGREEMENT (the “**Agreement**”) is entered into effective as of the ___ day of _____, 2018, by and among VAL VERDE UNIFIED SCHOOL DISTRICT, a California School District (“**School District**”), the CITY OF MORENO VALLEY, a California general law city (the “**City**”) and MPLC LEGACY 75 ASSOCIATES, LP, a Delaware limited partnership (“**Property Owner**”). This Agreement relates to the formation by the School District of a community facilities district known as “Val Verde Unified School District Community Facilities District No. 2018-1” (the “**CFD**”), for the purpose of financing certain City improvements and certain fees incurred as a consequence of the development within the CFD to be used by the City to construct facilities to be owned and operated by the City from the proceeds of special taxes of, and bonds issued by, the CFD.

RECITALS:

A. The property is within Tentative Tract No. 36760 and is depicted in Exhibit “A” and described in Exhibit “B” hereto (the “**Property**”), which is located in the City of Moreno Valley, County of Riverside, State of California, and constitutes the land within the boundaries of the CFD.

B. Property Owner owns the Property and intends to develop the Property for residential purposes.

C. Property Owner petitioned the School District to form the CFD for the purpose of financing, among other things, the construction of various public facilities to be owned and operated by the City as described in Exhibit “C” hereto, which facilities will benefit the Property in whole or in part, including certain public facilities to be constructed, owned and operated by the City (the “**City Fee Facilities**”) in lieu of the payment of City Fees (defined below) and certain public facilities to be constructed by the Property Owner and acquired by the City (the “**Acquisition Facilities**”).

D. Property Owner has yet to determine whether it will finance any or all of the City Fee Facilities, in lieu of payment of City Fees, with Bond Proceeds (defined below) that are available for such purpose. The Parties (defined below) hereto acknowledge that the purpose of this Agreement is to satisfy the requirements of the Act (defined below).

E. In conjunction with the issuance of building permits for the construction of homes within the Property and/or receipt of final inspections or occupancy certificates for such homes, the Property Owner, or its successors or assigns, may elect to advance City Fee Facilities costs in lieu of payment of City Fees (the “**Advance(s)**”) at such times as Bond Proceeds are not available in sufficient amounts to pay for City Fee Facilities. In such case, the Property Owner shall be entitled to (i) reimbursement of such Advances limited to Bond Proceeds available to the City, if any (the Advances

being considered an interest free loan by the Property Owner with no repayment obligation except to the extent there are Bond Proceeds received by or made available to the City as described herein, all as further described in Section 5(a) below) and (ii) credit for payments made to the City from Bond Proceeds against City Fees which would otherwise be due to the City with respect to the Property for which such transfer was made equal to the amount of Bond Proceeds disbursed to the City or at the direction of the City for City Fee Facilities, all as further described herein.

F. In addition to the City Fee Facilities and Acquisition Facilities, certain facilities to be owned and operated by the School District (the “**School Facilities**”) and certain facilities to be owned and operated by Eastern Municipal Water District (“**EMWD**”) are also expected to be funded from Bond Proceeds.

G. The School District has sole discretion and responsibility for the formation and administration of the CFD.

H. The School District is authorized by Section 53313.5 of the Act to assist in the financing of the acquisition and/or construction of the City Fee Facilities and/or the Acquisition Facilities. This Agreement constitutes a joint community facilities agreement, within the meaning of Section 53316.2 of the Act, by and among the City, the Property Owner, and the School District, pursuant to which the CFD is authorized to finance the acquisition and/or construction of all or a portion of the City Fee Facilities and/or the Acquisition Facilities. As authorized by Section 53316.6 of the Act, responsibility for constructing, providing for, and operating the City Fee Facilities and/or the Acquisition Facilities is delegated to the City.

I. The Parties (defined below) hereto find and determine that the residents residing within the boundaries of the City, the School District, and the CFD will be benefited by the construction and/or acquisition of the School Facilities, City Fee Facilities and/or the Acquisition Facilities and that this Agreement is beneficial to the interests of such residents.

AGREEMENT

NOW, THEREFORE, in consideration of the mutual promises and covenants set forth herein, the Parties hereto agree as follows:

- 1. Recitals. Each of the above recitals is incorporated herein and is true and correct.
- 2. Definitions. Unless the context clearly otherwise requires, the terms defined in this Section shall, for all purposes of this Agreement, have the meanings herein specified.
 - (a) “Acquisition Facility(ies)” means the City facilities described as such in Exhibit “C” hereto.
 - (b) “Act” means the Mello-Roos Community Facilities Act of 1982, Chapter 2.5 (commencing with Section 53311) of Part 1 of Division 2 of Title 5 of the California Government Code.
 - (c) “Advance” or “Advances” means an amount advanced by Property Owner to the City for City Fee Facilities in lieu of payment of City Fees prior to the availability of sufficient Bond Proceeds. Advances shall be deemed payment of City Fees to the extent sufficient Bond Proceeds are not received or made available to the City.

Attachment: Joint Community Facilities Agreement (3507 : ADOPT A RESOLUTION TO APPROVE A JOINT COMMUNITY FACILITIES

(d) “Bond Proceeds” or “Proceeds of the Bonds” shall mean those net funds generated by the sale of the Bonds and investment earnings thereon, net of costs of issuance, reserve fund, capitalized interest and administrative expenses and may include net funds generated by the levy of Special Taxes and investment earnings thereon.

(e) “Bond Resolution” means that resolution, resolution supplement, fiscal agent agreement, indenture of trust or other equivalent document(s) providing for the issuance of the Bonds.

(f) “Bonds” shall mean those bonds, or other securities, issued by, or on behalf of, the CFD in one or more series, as authorized by the qualified electors within the CFD.

(g) “City Engineer Representative” means the project manager or engineer or engineers representing the City in the inspection and review of the Acquisition Facilities, which may be employees of the City or outside consultants representing the City.

(h) “City Fees” means fees for those capital improvements authorized to be financed with City development impact fees (“DIF”), for police facilities, fire facilities, community and/or recreation centers and interchange improvements, which are components of the DIF, imposed by the City as a consequence of development of any portion of the Property to finance City Fee Facilities.

(i) “City Fee Facilities” means those City capital improvements eligible to be financed with DIF or any component(s) thereof for police facilities, fire facilities, community and/or recreation centers and interchange improvements, which are components of the DIF, imposed by the City as a consequence of development of any portion of the Property to finance City Fee Facilities, as further described in Exhibit “C” hereto. City Fee Facilities financed with Bond Proceeds pursuant to this Agreement may include City capital improvements from a single DIF category or multiple DIF categories at the discretion of the City.

(j) “Disbursement Request” means a request for payment relating to City Fee Facilities in the form attached hereto as Exhibit “D.”

(k) “Other Facilities Account of the Improvement Fund” means the fund, account or sub-account of the CFD (regardless of its designation within the Bond Resolution) into which a portion of the Bond Proceeds may be deposited in accordance with the Bond Resolution to finance City Fee Facilities and/or the Acquisition Facilities and which may have subaccounts.

(l) “Party” or “Parties” shall mean any or all of the parties to this Agreement.

(m) “Payment Request” means a request for payment relating to Acquisition Facilities in the form attached hereto as Exhibit “E”.

(n) “PIA” shall mean the Public Improvements Agreement, by and between the City and the Property Owner, in the form attached hereto as Exhibit “F.”

(o) “Rate and Method” means the Rate and Method of Apportionment of the Special Tax authorizing the levy and collection of Special Taxes pursuant to proceedings undertaken for the formation of the CFD pursuant to the Act.

(p) “School Facilities” means those public improvements to be owned, operated, or maintained by the School District identified in proceedings to form the CFD that are eligible to be financed with Bond Proceeds.

(q) “Special Taxes” means the special taxes authorized to be levied and collected within the CFD pursuant to the Rate and Method.

(r) “State” means the State of California.

3. Formation of the CFD. The School District has undertaken to analyze the appropriateness of forming the CFD to finance the City Fee Facilities, Acquisition Facilities, and other facilities. The School District has retained, at the expense of Property Owner, the necessary consultants to analyze the formation of the CFD, and the CFD formation is now complete.

4. Sale of Bonds and Use of Bond Proceeds. In the event that the CFD is formed and Bonds are issued, the Board of Education of the School District acting as the legislative body of the CFD may, in its sole discretion, finance City Fee Facilities and/or Acquisition Facilities by issuing one or more series of Bonds. To the extent that the CFD and Property Owner determine that Bond Proceeds are available to finance City Fee Facilities and/or Acquisition Facilities, School District shall notify the City of the amount of such Bond Proceeds deposited in the Other Facilities Account of the Improvement Fund that is available for such purpose. It is currently anticipated that sufficient Bond Proceeds will be available to fund City Fee Facilities in an amount equal to the aggregate total of the applicable City Fees for dwelling units within the CFD and/or Acquisition Facilities; notwithstanding the foregoing, there is no assurance that City Fees will not increase in the future or available Bond proceeds be less than anticipated such that Bond Proceeds are not sufficient to fund the anticipated amount of City Fee Facilities in an amount equal to the aggregate total of the applicable City Fees and/or Acquisition Facilities. As Bond Proceeds are transferred to the City and reserved to fund City Fee Facilities as described in Section 5 below, the portion of the Property with respect to which such transfer was made shall receive a credit in the amount transferred against the payment of City Fees with respect to the Property. Nothing herein shall supersede the obligation of and owner of the Property to make Advances or otherwise pay City Fees to the City when due. The purpose of this Agreement is to provide a mechanism by which the CFD may issue the Bonds and levy Special Taxes to provide a source of funds to finance all or a portion of the City Fee Facilities and to finance Acquisition Facilities in lieu of the payment of all or a portion of the City Fees and provision of Acquisition Facilities. In the event that Bond Proceeds, including investment earnings thereon, are not available or sufficient to fully satisfy the obligation, then Property Owner shall remain obligated to make Advances for which it will receive no reimbursement (except to the extent Bond Proceeds later become available to the City) or pay City Fees to the City as required by the City in accordance with applicable law.

The Bonds shall be issued only if, in its sole discretion, the Board of Education of the School District determines that all requirements of State and federal law and all School District policies have been satisfied or have been waived by the School District. Nothing in this Agreement shall confer upon the City or any owner of the Property, including Property Owner, a right to compel the issuance of the Bonds or the disbursement of Bond Proceeds to fund City Fee Facilities and/or Acquisition Facilities except in accordance with the terms of this Agreement.

5. Disbursements for City Fee Facilities.

(a) Upon the funding of the Other Facilities Account of the Improvement Fund with funds reserved to fund City Fee Facilities, the Property Owner shall notify the City of the amount of Bond Proceeds reserved to fund City Fee Facilities and the Property Owner and the City may execute and submit a Disbursement Request for payment to the School District or the CFD requesting disbursement of an amount equal to all or a portion of the Advances from the Other Facilities Account of the Improvement Fund to the extent that Bond Proceeds are available in the Other Facilities Account of the Improvement Fund for such purpose. Upon the City's receipt of funds pursuant to such Disbursement Request, the Property Owner shall receive reimbursement of the Advances from the City. To facilitate the City's bookkeeping, the City may direct in a Disbursement Request, that all or a portion of a payment be made directly to the Property Owner as reimbursement for Advances made by the Property Owner. In the event of a reimbursement to the Property Owner pursuant to the preceding sentence, the City shall account for an equivalent amount of Advances previously received from the Property Owner in accordance with Section 5(c) below.

To the extent that the City expends all or a portion of an Advance pending the deposit of Bond Proceeds in the Other Facilities Account of the Improvement Fund, for purposes of Treasury Regulations regarding investment and expenditure of Bond Proceeds and State law provisions regarding financing of public capital facilities, the Advance shall be considered an interest free loan by the Property Owner, which the City agrees to repay to the extent of the deposit, if any, of Bond Proceeds in the Other Facilities Account of the Improvement Fund and the City's written direction as described below to pay all or a portion of such deposit to the Property Owner as repayment of an Advance.

(b) From time to time following the funding of the Other Facilities Account of the Improvement Fund, Property Owner may notify the City in writing and the City and Property Owner may jointly request a disbursement from the Other Facilities Account of the Improvement Fund to fund City Fee Facilities by executing and submitting a Disbursement Request. Upon receipt of such Disbursement Request completed in accordance with the terms of this Agreement, the CFD shall wire transfer or otherwise pay to the City (or upon the City's written direction pay to the Property Owner or a City contractor) such requested funds to the extent that Bond Proceeds are then available, or subsequently become available, in the Other Facilities Account of the Improvement Fund for such purpose. Upon such notice and the City's receipt of such disbursement (or upon payment to the Property Owner or a City contractor in accordance with directions from the City relating to City Fee Facilities), the Property Owner shall be deemed to have satisfied the portion of the applicable City Fees with respect to the number of dwelling units or lots for which City Fees would otherwise have been required in an amount equal to such disbursement divided by the per lot or unit amount of the applicable City Fees.

(c) The City agrees that prior to submitting a Disbursement Request requesting payment from the CFD it shall review and approve all costs included in its request and will have already paid contractually or incurred such costs of City Fee Facilities from its own funds (which may include Advances from the Property Owner) subsequent to the date of this Agreement, or will disburse such amounts to pay the costs of the City Fee Facilities following receipt of funds from the CFD. For City Fee Facilities to be constructed, in the event that the City does not disburse any Bond Proceeds (or equivalent amount of Advances repaid pursuant to the second to the last sentence of the first paragraph of Section 5(a) above) received by it to third parties within five banking days of receipt, it will trace and report to the CFD all earnings, if any, earned by the City, from the date of receipt of such Bond

Proceeds by the City (or the date of disbursement pursuant to the second to the last sentence of the first paragraph of Section 5(a) above) to the date of expenditure by the City for capital costs of the City Fee Facilities. Such report shall be delivered at least annually until all Bond Proceeds are expended by the City.

(d) Subject to Section 5(e) below, the City agrees to maintain adequate internal controls over its payment function and to maintain accounting records in accordance with generally accepted accounting procedures. The City will, upon request, provide the School District and/or Property Owner with access to the City's records related to the City Fee Facilities and expenditure of Advances and will provide to the School District its annual financial report certified by an independent certified public accountant for purposes of assisting the School District in calculating the arbitrage rebate obligation of the CFD, if any.

(e) At the City's discretion, the City may elect to satisfy the tracing and accounting of Bond Proceeds requirements set forth in Section 5 of this Agreement by selecting and depositing unexpended Bond Proceeds with a commercial bank, savings bank, savings and loan association or other financial institution which is authorized by law to accept, hold, trace and account for deposits of money (the "**Deposit Institution**"). Property Owner shall pay for all costs and expenses associated with such Deposit Institution and shall pay said costs and expenses as provided in the written direction of the City.

(f) The School District or the CFD agrees to maintain full and accurate records of all amounts, and investment earnings, if any, expended from the Other Facilities Account of the Improvement Fund and expenditure of Advances. The School District or the CFD will, upon request, provide the City and/or Property Owner with access to the School District's or the CFD's records related to the Other Facilities Account of the Improvement Fund.

(g) As a condition to receiving Bond Proceeds, the City agrees that it shall provide to the School District a certificate substantially in the form attached hereto as Exhibit "G."

6. Ownership of City Fee Facilities and Acquisition Facilities. The City Fee Facilities and Acquisition Facilities, once acquired, shall be and remain the property of the City.

(a) Acquisition Facilities. The requirements of this Section 6 shall apply to any Acquisition Facility for which a Payment Request is submitted to the City pursuant to this Section 6. The City and Property Owner shall enter into a PIA for all of the Acquisition Facilities. All Acquisition Facilities shall be constructed in accordance with the PIA and nothing in this Agreement shall amend, restate or supersede the requirements set forth in the PIA. The City and not the School District, shall be responsible for determining the Property Owner's compliance with the PIA and this Section 6.

(b) Design Plans and Specifications. All plans, specifications and bid documents for the Acquisition Facility ("**Plans**") constructed or to be constructed by the Property Owner shall be prepared by the Property Owner at the Property Owner's initial expense, subject to approval by the City. Costs for preparation of the Plans shall be included in the acquisition price. Costs for revisions to Plans will be considered on a case by case basis at the sole discretion of the City. The Property Owner shall not award bids for construction, or commence or cause commencement of construction, of the Acquisition Facility, except as set forth in Section 6(c).

(c) Construction of Acquisition Facilities. A qualified engineering firm (the “**Field Engineer**”) shall be employed by the Property Owner to provide all field engineering surveys determined to be necessary by the City’s inspection personnel. Field Engineer shall promptly furnish to the City a complete set of grade sheets listing all locations, offsets, etc., in accordance with good engineering practices, and attendant data and reports resulting from Field Engineer’s engineering surveys and/or proposed facility design changes. The City shall have the right, but not the obligation, to review, evaluate and analyze whether such results comply with applicable specifications.

A full-time soils testing firm, approved in writing by City, shall be employed by Property Owner to conduct soil compaction testing and certification. Property Owner shall promptly furnish results of all such compaction testing to City for its review, evaluation and decision as to compliance with applicable specifications. In the event the compaction is not in accordance or compliance with applicable specifications, Property Owner shall be fully liable and responsible therefore. A final report shall be required fully certifying all required compaction efforts prior to acceptance of each of the Acquisition Facilities.

The costs of all surveying, testing and reports associated with the Acquisition Facility furnished and constructed by the Property Owner’s contractor(s) shall be included in the acquisition price.

The City shall not be responsible for conducting any environmental, archaeological, biological, or cultural studies or any mitigation or permitting requirements that may be requested by appropriate Federal, State, and/or local agencies with respect to the Acquisition Facility. Any such work shall be paid for and conducted by the Property Owner and included in the acquisition price of the Acquisition Facility.

(d) City Public Works Requirements. In order that the Acquisition Facility may be properly and readily acquired by the City, the Property Owner shall comply with all of the following requirements with respect to the Acquisition Facility, and the Property Owner shall provide such proof to the City as the City may reasonably require and at such intervals and in such form as the City may reasonably require, that the following requirements have been satisfied as to the Acquisition Facility:

(i) The Property Owner will prepare a bid package for review, comment and approval by the City Manager of the City or his designee (the “**City Representative**”) in accordance with the City’s requirements and the California Public Contracts Code.

(ii) The Property Owner shall, after obtaining at least three sealed bids for the construction of the Acquisition Facility in conformance with the procedures and requirements of the City, submit to the City written evidence of such competitive bidding procedure, including evidence of the means by which bids were solicited, a listing of all responsive bids and their amounts, and the name or names of the contractor or contractors to whom the Property Owner proposes to award the contracts for such construction, which shall be the lowest responsible bidder. If the City Representative disapproves of any such contractor, the Property Owner shall select the next lowest responsible bidder from the competitive bids received who is acceptable to the City Representative.

(iii) Property Owner shall make arrangements with City to schedule the bid opening, which is to be held at City offices, conducted by Property Owner and witnessed by City staff.

(iv) The specifications and bid and contract documents shall require all such contractors to pay prevailing wages and to otherwise comply with applicable provisions of the Labor Code, the Government Code and the Public Contract Code relating to public works projects and as required by the procedures and standards of the City with respect to the construction of its public works projects.

(v) All Contractors shall be required to furnish labor and material payment bonds and contract performance bonds in accordance with the PIA. All such bonds shall be in a form approved by the City Representative.

(vi) All Contractors shall be required to provide proof of insurance coverage throughout the term of the construction of such Acquisition Facilities which they will construct in conformance with the approved Plans in accordance with the PIA.

(vii) The Property Owner and all such Contractors shall comply with such other requirements relating to the construction of such Acquisition Facilities which the City may impose by written notification delivered to the Property Owner and each such Contractor at any time either prior to the receipt of bids by the Property Owner for the construction of such Acquisition Facilities or, to the extent required as a result of changes in applicable laws, during the progress of construction thereof. In accordance with this Section 6(c), the Property Owner shall be deemed the awarding body and shall be solely responsible for compliance and enforcement of the provisions of the State Labor Code, Government Code, and Public Contract Code to the extent expressly applicable to a nongovernmental entity constructing infrastructure to be acquired by a public entity.

(viii) The Property Owner shall provide proof to the City, at such intervals and in such form as the City Representative may require that the foregoing requirements have been satisfied as to all of the Acquisition Facilities constructed by Property Owner, acquired by City and paid for with Bond Proceeds.

(ix) The Property Owner and its contractor and subcontractors shall be required to provide proof of insurance coverage throughout the term of the construction of the Acquisition Facility, which they will construct in conformance with the City's requirements and the PIA.

(x) The Property Owner and all such contractors shall comply with such other requirements relating to the construction of the Acquisition Facility which the City may impose by written notification delivered to the Property Owner and each such contractor at the time either prior to the receipt of bids by the Property Owner for the construction of such Acquisition Facility or, to the extent required as a result of changes in applicable laws, during the progress of construction thereof. In accordance with Section 6(d), the Property Owner shall be deemed the awarding body and shall be solely responsible for compliance and enforcement of the provisions of the Labor Code, Government Code, and Public Contract Code.

(xi) A "**Change Order**" is an order from the Property Owner to a contractor authorizing a change in the work to be performed. The Property Owner shall receive comments from the City Representative prior to the Property Owner's approval of any Change Order. The City Representative shall comment on or deny the Change Order request within ten (10) business days of receipt of all necessary information. The City's comments to a Change Order shall not be unreasonably

delayed, conditioned or withheld. The Property Owner shall not be entitled to include in the acquisition price costs associated with a Change Order that have not been approved by the City Representative.

(e) Inspection; Completion of Construction. The City shall regularly inspect the Acquisition Facilities with a final inspection at the request of the Property Owner. Such inspection does not include inspection for compliance with safety requirements by the Property Owner's contractor(s). The City's personnel shall be granted access to each construction site at all reasonable times for the purpose of accomplishing such inspection. Upon satisfaction of the City's inspectors, the Property Owner shall notify the City in writing that an Acquisition Facility has been completed in accordance with the Plans. The Property Owner shall pay the City the estimated costs associated with the activities of the City Representative in administering its obligations with respect to this Agreement in advance at the request of the City.

The Property Owner shall request the City to perform a final inspection of each Acquisition Facility, prior to which such Acquisition Facility shall not be deemed complete. Within three (3) business days of receipt of written notification from the City inspectors that an Acquisition Facility has been completed in accordance with the Plans, the City Representative shall notify the Property Owner in writing that such Acquisition Facility has been satisfactorily completed. Upon receiving such notification, the Property Owner shall file a Notice of Completion with the County of Riverside Recorder's Office, pursuant to the provisions of Section 3093 of the Civil Code. The Property Owner shall furnish to the City a duplicate copy of each such Notice of Completion showing thereon the date of filing with the County of Riverside (the "**County**"). The City will in turn file a notice with the County for acceptance.

(f) Liens. With respect to the Acquisition Facility, upon the earlier of (i) receipt of all applicable lien releases, or (ii) expiration of the time for the recording of claim of liens as prescribed by Sections 3115 and 3116 of the Civil Code, the Property Owner shall provide to the City such evidence or proof as the City shall require that all persons, firms and corporations supplying work, labor, materials, supplies and equipment for the construction of the Acquisition Facility have been paid, and that no claims of liens have been recorded by or on behalf of any such person, firm or corporation.

(g) Acquisition; Acquisition Price; Source of Funds. The costs eligible to be included in the acquisition price of the Acquisition Facility (the "**Actual Costs**") shall include:

(i) The actual hard costs for the construction of such Acquisition Facility as established by the City-approved construction contracts and approved Change Orders, including costs of payment, performance and maintenance bonds and insurance costs, pursuant to this Agreement;

(ii) The design and engineering costs of such Acquisition Facility including, without limitation, the costs incurred in preparing the Plans. Costs for plan revisions will be considered on a case by case basis;

(iii) The costs of environmental evaluations and public agency permits and approvals attributable to the Acquisition Facility;

(iv) Costs incurred by the Property Owner for construction management and supervision of such Acquisition Facility, not to exceed five percent (5%) of the actual construction cost;

(v) Professional costs associated with the Acquisition Facility such as engineering, inspection, construction staking, materials, testing and similar professional services; and

(vi) Costs approved by the City of acquiring from an unrelated third party any real property or interests therein required for the Acquisition Facility including, without limitation, temporary construction easements, temporary by-pass road and maintenance easements.

Provided the Property Owner has complied with the requirements of this Agreement, the City agrees to execute and submit to the School District a Payment Request for payment of the acquisition price of the completed Acquisition Facility to the Property Owner or its designee within thirty (30) days after the Property Owner's satisfaction of the preconditions to such payment stated herein.

As a condition to the City's execution of the Payment Request for the acquisition price, the property ownership of the completed Acquisition Facility shall be transferred to the City by grant deed, bill of sale or such other documentation as the City may require free and clear of all taxes, liens, encumbrances, and assessments, but subject to any exceptions determined by the City to not interfere with the actual or intended use of the land or interest therein (including the lien of a community facilities district so long as the subject property is exempt from taxation or is otherwise not taxable by such community facilities district). Upon the transfer of property ownership of the Acquisition Facility or any portion thereof to the City, the City shall be responsible for the maintenance of such Acquisition Facility or the portion transferred. Notwithstanding the foregoing, the acquisition price of an Acquisition Facility may be paid prior to transfer of property ownership and acceptance of the Acquisition Facility if it is substantially completed at the time of payment. The Acquisition Facility shall be considered "substantially complete" when it has been reasonably determined by the City to be usable, subject to final completion of "punch list" items, such items still required to be completed based solely upon approval of the City's inspectors.

For purposes of determining the acquisition price to be paid by the CFD for the acquisition of each Acquisition Facility by the City, the value of such Acquisition Facility shall include the construction costs specified in the City-approved contracts and the City-approved change orders conforming to this Section 6, as hereinbefore specified. The City approval is a condition prior to initiation of contract work. However, if the City reasonably determines that the additional Actual Costs are excessive and that the value of the Acquisition Facility is less than the total amount of such Actual Costs and such construction costs, the price to be paid for the acquisition of the Acquisition Facility shall be the value thereof as determined by the City Engineer Representative, subject, however, to the Property Owner's right to appeal to the City Council.

Upon completion of the construction of an Acquisition Facility, the Property Owner shall deliver or cause to be delivered to the City a Payment Request in substantially the form of Exhibit "E," attached hereto, copies of the contract(s) with the contractor(s) who have constructed the Acquisition Facility and other relevant documentation with regard to the payments made to such contractor(s) and each of them for the construction of the Acquisition Facility, documentation evidencing payment of prevailing wages, and shall also provide to the City invoices and purchase orders with respect to all equipment, materials and labor purchased for the construction of the

Acquisition Facility. The City shall require the City Engineer Representative to complete its determination of the acquisition price of the Acquisition Facility as promptly as is reasonably possible.

Notwithstanding the preceding provisions of this Section, the source of funds for the acquisition of the Acquisition Facility or any portion thereof shall be funds on deposit in the Other Facilities Account of the Improvement Fund. If no such funds are available, the City shall not be required to acquire the Acquisition Facility from the Property Owner. In such event, the Property Owner shall complete the design and construction and offer to the City property ownership of such portions of the Acquisition Facility as are required to be constructed by the Property Owner as a condition to recordation of subdivision maps for the Property, but need not construct any portion of the Acquisition Facility which it is not so required to construct.

(h) Easements and/or Fee Title Property Ownership Deeds. The Property Owner shall, at the time the City acquires the Acquisition Facility as provided in Section 6(g) hereof, grant or cause to be granted to the City, by appropriate instruments prescribed by the City, all easements across private property and/or fee title property ownership deeds which may be reasonably necessary for the proper operation and maintenance of such Acquisition Facility, or any part thereof.

(i) Permits. The Property Owner shall be responsible for obtaining all necessary construction permits and encroachment permits from the City covering construction and installation of the Acquisition Facility.

(j) Maintenance. Prior to the transfer of property ownership of an Acquisition Facility by the Property Owner to the City, as provided in Section 6(g) hereof, the Property Owner shall be responsible for the maintenance thereof and shall require its contractor(s) to repair all facilities damaged by any party, prior to acceptance by the City and/or make corrections determined to be necessary by the City's inspection personnel.

(k) Inspection of Records. The City shall have the right to review all books and records of the Property Owner pertaining to the costs and expenses incurred by the Property Owner for the design and construction of the Acquisition Facility during normal business hours by making arrangements with the Property Owner. The Property Owner shall have the right to review all books and records of the City pertaining to costs and expenses incurred by the City for services of the City Engineer Representative by making arrangements with the City and paying the City the City's estimated costs for such services in advance.

(l) Property Ownership of Improvements. Notwithstanding the fact that some or all of the Acquisition Facility may be constructed in dedicated street rights-of-way or on property which has been or will be dedicated to the City, each Acquisition Facility shall be and remain the property of the Property Owner until acquired by the City as provided in this Agreement.

(m) Materials and Workmanship Warranty. Property Owner shall provide materials and workmanship warranties as set forth in the PIA.

(n) Insurance Requirements. Neither the Property Owner nor its contractor shall commence work on a Facility under this Agreement prior to obtaining all insurance required by the PIA for such Facility with a company or companies acceptable to the City, nor shall the Property Owner's contractor allow any subcontractor to commence work on its subcontract until all insurance required of the subcontractor has been obtained.

The Property Owner shall, during the life of this Agreement, notify the City in writing of any incident giving rise to any potential bodily injury or property damage claim and any resultant settlements, whether in conjunction with this or any other project which may affect the limits of the required coverage, as soon as is reasonable and practical

(o) Independent Contractor. In performing this Agreement with respect to the Acquisition Facilities, the Property Owner is an independent contractor and not the agent of the City. The City shall not have any responsibility for payment to any contractor, subcontractor or supplier of the Property Owner. It is not intended by the Parties that this Agreement create a partnership or joint venture among them and this Agreement shall not otherwise be construed.

8. Indemnification.

(a) *Indemnification by the School District*. The School District shall assume the defense of, indemnify and save harmless, the City and its respective officers, employees, and agents, and each and every one of them, from and against all actions, damages, claims, losses, or expenses of every type and description to which they may be subjected or put, by reason of, or resulting from, any act or omission of the School District with respect to this Agreement and the issuance of the Bonds; provided, however, that the School District shall not be required to indemnify any person or entity as to damages resulting from negligence or willful misconduct of such person or entity or their officers, agents, or employees.

(b) *Indemnification by Property Owner*. Property Owner shall assume the defense of, indemnify and save harmless, the School District, the CFD, and the City, their respective officers, employees, and agents, and each and every one of them, from and against all actions, damages, claims, losses, or expenses of every type and description to which they may be subjected or put, by reason of, or resulting from, any act or omission of Property Owner with respect to this Agreement; provided, however, that Property Owner shall not be required to indemnify any person or entity as to damages resulting from willful misconduct of such person or entity or their officers, agents, or employees.

(c) *Indemnification by the City*. The City shall assume the defense of, indemnify and save harmless, the School District, the CFD and their respective officers, employees, and agents, and each and every one of them, from and against all actions, damages, claims, losses, or expenses of every type and description to which they may be subjected or put, by reason of, or resulting from, any act or omission of the City with respect to this Agreement, and the design, engineering, and construction of the City Fee Facilities constructed by the City and Acquisition Facilities acquired by the City; provided, however, that the City shall not be required to indemnify any person or entity as to damages resulting from negligence or willful misconduct of such person or entity or their officers, agents, or employees. In addition to the obligations set forth in Section 8(b) above, Property Owner shall indemnify the City, their respective officers, employees, and agents, and each and every one of them, from and against all actions, damages, claims, losses, or expenses of every type as a result of the City indemnifying the School District and/or the CFD under this Section 8(c).

9. Allocation of Special Taxes. The Board of Education of the School District, as the legislative body of the CFD, shall annually levy the Special Tax as provided for in the formation proceedings of the CFD. The entire amount of any Special Tax levied by the CFD to repay Bonds, or to fund other obligations, shall be allocated to the CFD.

10. Amendment and Assignment. This Agreement may be amended at any time but only in writing signed by each Party hereto. This Agreement may be assigned, in whole or in part, by Property Owner to the purchaser of any parcel of land within the Property provided, however, such assignment shall not be effective unless and until the City and the School District have been notified, in writing, of such assignment and the assignment specifies whether the Property Owner or such assignee is authorized to execute disbursement requests and whether the Property Owner or such assignee is to be reimbursed for Advances which have not been reimbursed at the time of such notice.

11. Entire Agreement. This Agreement contains the entire agreement between the Parties with respect to the matters provided for herein and supersedes all prior agreements and negotiations between the Parties with respect to the subject matter of this Agreement.

12. Notices. Any notice, payment, or instrument required or permitted by this Agreement to be given or delivered to either Party shall be deemed to have been received when personally delivered or seventy-two hours following deposit of the same in any United States Post Office in California, registered or certified, postage prepaid, addressed as follows:

School District: Val Verde Unified School District
975 West Morgan Street
Perris, CA 92571
Attn: Deputy Superintendent, Business Services

City: City of Moreno Valley
14177 Fredrick Street
PO Box 88005
Moreno Valley, CA 92552
Attn: City Clerk

Property Owner: MPLC Legacy 75 Associates, LP
c/o Mission Pacific Land Company
4100 Newport Place, Suite 480
Newport Beach, CA 92660
Attn: Randall C. Luce

Each Party may change its address for delivery of notice by delivering written notice of such change of address to the other Parties hereto. Each such notice, statement, demand, consent, approval, authorization, offer, designation, request or other communication hereunder shall be deemed delivered to the party to whom it is addressed (a) if personally served or delivered, upon delivery, (b) if given by electronic communication, whether by telex, telegram or telecopier upon the sender’s receipt of written acknowledgement from the addressee, (c) if given by registered or certified mail, return receipt requested, deposited with the United States mail postage prepaid, 72 hours after such notice is deposited with the United States mail, (d) if given by overnight courier, with courier charges prepaid, 24 hours after delivery to said overnight courier, or (e) if given by any other means, upon delivery at the address specified in this Section.

13. Exhibits. All exhibits attached hereto are incorporated into this Agreement by reference.

Attachment: Joint Community Facilities Agreement (3507) : ADOPT A RESOLUTION TO APPROVE A JOINT COMMUNITY FACILITIES

14. Attorneys' Fees. In the event of the bringing of any action or suit by any Party against any other Party arising out of this Agreement, the Party in whose favor final judgment shall be entered shall be entitled to recover from the losing Party all costs and expenses of suit, including reasonable attorneys' fees.

15. Interpretation in the event of Ambiguities or Disputes. The Parties acknowledge and agree that each has been given the opportunity to review this Agreement with legal counsel independently, and/or has the requisite experience and sophistication to understand, interpret, and agree to the particular language of the provisions hereof. In the event of an ambiguity in or dispute regarding the interpretation of same, the interpretation of this Agreement shall not be resolved by any rule of interpretation providing for interpretation against the Party who causes the uncertainty to exist or against the drafter.

16. Severability. If any part of this Agreement is held to be illegal or unenforceable by a court of competent jurisdiction, the remainder of this Agreement shall be given effect to the fullest extent reasonably possible.

17. Governing Law. This Agreement and any dispute arising hereunder shall be governed by and interpreted in accordance with the laws of the State of California.

18. Waiver. Failure by a Party to insist upon the strict performance of any of the provisions of this Agreement by any other Party hereto, or the failure by a Party to exercise its rights upon the default of any other Party, shall not constitute a waiver of such Party's right to insist and demand strict compliance by such other Party with the terms of this Agreement thereafter.

19. No Third Party Beneficiaries. No person or entity other than the CFD shall be deemed to be a third party beneficiary hereof, and nothing in this Agreement (either express or implied) is intended to confer upon any person or entity, other than the City, the School District, the CFD, and Property Owner (and their respective successors and assigns, exclusive of individual homebuyers), any rights, remedies, obligations, or liabilities under or by reason of this Agreement.

20. Singular and Plural; Gender. As used herein, the singular of any word includes the plural, and terms in the masculine gender shall include the feminine.

21. Counterparts. This Agreement may be executed in counterparts, each of which shall be deemed an original, but all of which shall constitute but one instrument.

[Remainder of Page Intentionally Left Blank; Signature Page Follows]

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the day and year written above.

VAL VERDE UNIFIED SCHOOL DISTRICT

By: _____
Michael R. McCormick, Superintendent

ATTEST:

By: _____
Secretary to the Board

CITY OF MORENO VALLEY

By: _____

ATTEST:

By: _____

APPROVED AS TO FORM:

By: _____

PROPERTY OWNER

**MPLC LEGACY 75 ASSOCIATES, LP,
a Delaware limited liability company**

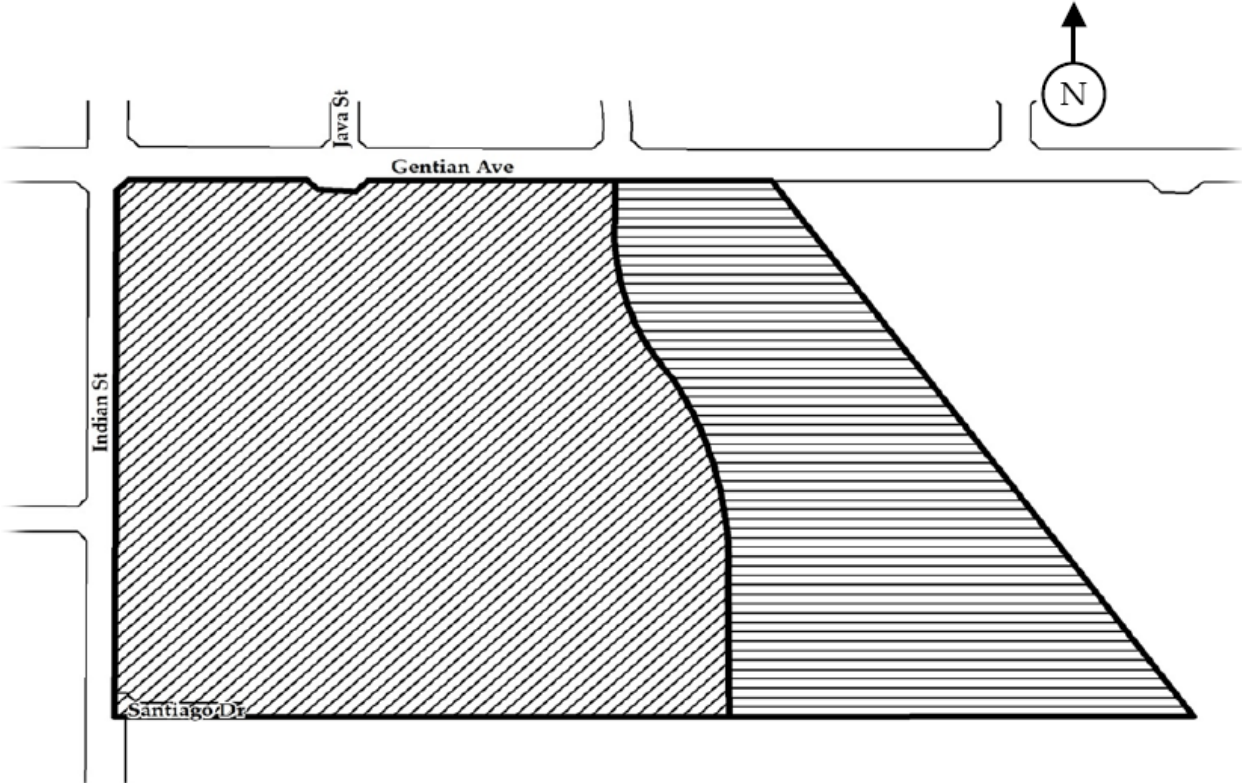
By: MISSION PACIFIC LAND COMPANY,
a Delaware limited liability company, its
General Partner

By: _____
Name: Randall C. Luce
Its: Managing Director

Attachment: Joint Community Facilities Agreement (3507 : ADOPT A RESOLUTION TO APPROVE A JOINT COMMUNITY FACILITIES

EXHIBIT "A"
VAL VERDE UNIFIED SCHOOL DISTRICT
COMMUNITY FACILITIES DISTRICT NO. 2018-1 (MPLC LEGACY 75)

BOUNDARY MAP; DEPICTION OF PROPERTY



LEGEND

	Boundaries of Community Facilities District No. 2018-1 Zone 1
	Boundaries of Community Facilities District No. 2018-1 Zone 2

Attachment: Joint Community Facilities Agreement (3507 : ADOPT A RESOLUTION TO APPROVE A JOINT COMMUNITY FACILITIES

EXHIBIT “B”

**VAL VERDE UNIFIED SCHOOL DISTRICT
COMMUNITY FACILITIES DISTRICT NO. 2018-11 (MPLC LEGACY 75)**

DESCRIPTION OF PROPERTY

Real property in the City of Moreno Valley, County of Riverside, State of California, described as follows:

APNS

485-220-023

485-220-032

485-220-040

Attachment: Joint Community Facilities Agreement (3507 : ADOPT A RESOLUTION TO APPROVE A JOINT COMMUNITY FACILITIES

EXHIBIT “C”**VAL VERDE UNIFIED SCHOOL DISTRICT
COMMUNITY FACILITIES DISTRICT NO. 2018-1 (MPLC LEGACY 75)****CITY FACILITIES**

1. City Fee Facilities. The type of City Fee Facilities eligible to be financed by the CFD under the Act are the capital improvements authorized to be financed with City development impact fees (“**DIF**”) limited to DIF for police facilities, fire facilities, community and/or recreation centers and interchange improvements (which does not include any regional impact fees (i.e. Western Riverside Council of Governments Transportation Uniform Mitigation Fee)). The amount of the City Fee Facilities will be based on the applicable fee schedule, which is subject to change.

2. Acquisition Facilities. The types of Acquisition Facilities eligible to be financed by the CFD under the Act shall consist of capital improvements, including but not limited to city-maintained storm drain and park and trail improvements, including all costs of site acquisition, planning, design, engineering, legal services, materials testing, coordination, surveying, construction staking, construction inspection and any and all appurtenant facilities to the foregoing required to serve the Property. The facilities listed above are representative of the types of facilities eligible to be financed by the CFD as Acquisition Facilities. Detailed scope and limits of specific projects will be determined by the Property Owner and the City, as appropriate, consistent with the standards of the City.

Sequence No. _____
City SA# _____

EXHIBIT "D"

**VAL VERDE UNIFIED SCHOOL DISTRICT
COMMUNITY FACILITIES DISTRICT NO. 2018-1 (MPLC LEGACY 75)**

DISBURSEMENT REQUEST FORM

1. Val Verde Unified School District Community Facilities District No. 2018-1 (the "CFD") is hereby requested to pay from Bond Proceeds to the City of Moreno Valley (the "City"), as Payee, or to the City's designee, the sum set forth in 3 below.

2. The undersigned certifies that the amount requested for City Fee Facilities is due and payable, has not formed the basis of prior request or payment, and is being made with respect to the Joint Community Facilities Agreement by and among Val Verde Unified School District, City of Moreno Valley, and MPLC Legacy 75 Associates, LP, dated as of _____, 2019 (the "JCFA").

3. Amount requested: \$ _____

For Tract / Lot Nos: _____

4. The amount set forth in 3 above is authorized and payable pursuant to the terms of the JCFA. Capitalized terms not defined herein shall have the meaning set forth in the JCFA. The City shall spend the Bond Proceeds allocated hereby in accordance with the requirements set forth in Section 5 of the JCFA.

By entering into the JCFA and requisitioning Bond Proceeds as described herein, the City is not passing upon, determining or assuming the tax-exempt status of the Bonds for federal or California state income tax purposes.

PROPERTY OWNER

MPLC LEGACY 75 ASSOCIATES, LP,
a Delaware limited liability company

By: MISSION PACIFIC LAND COMPANY,
a Delaware limited liability company, its
General Partner

By: _____
Name: Randall C. Luce
Its: Managing Director
Date: _____

CITY OF MORENO VALLEY

By: _____
Name: _____
Title: _____

ATTEST:

By: _____
Clerk of the City

cc: City Finance Dept.

Attachment: Joint Community Facilities Agreement (3507 : ADOPT A RESOLUTION TO APPROVE A JOINT COMMUNITY FACILITIES

EXHIBIT “E”

**VAL VERDE UNIFIED SCHOOL DISTRICT
COMMUNITY FACILITIES DISTRICT NO. 2018-1 (MPLC LEGACY 75)**

PAYMENT REQUEST FORM

**VAL VERDE UNIFIED SCHOOL DISTRICT CFD NO. 2018-1 (MPLC LEGACY 75) – OTHER
FACILITIES ACCOUNT OF THE IMPROVEMENT FUND**

Val Verde Unified School District (“**School District**”), City of Moreno Valley (the “**City**”) and MPLC Legacy 75 Associates, LP (“**Property Owner**”) are parties to the Joint Community Facilities Agreement, dated as of _____, 2019 (the “**City JCFA**”). Capitalized undefined terms used herein shall have the meanings ascribed thereto in the City JCFA. Pursuant to the City JCFA, Property Owner hereby requests approval of the acquisition price of the Acquisition Facility(ies) described in Attachment A attached hereto. In connection with this Payment Request, Property Owner hereby represents and warrants to the City as follows:

(a) The person executing this Payment Request is qualified to execute this Payment Request on behalf of Property Owner and knowledgeable as to the matters set forth herein.

(b) The Acquisition Facility(ies) have been constructed in accordance with the Plans therefor, and in accordance with all applicable City standards and the requirements of the City JCFA.

(c) The true and correct Actual Cost of the Acquisition Facility(ies) is set forth in Attachment A.

(d) Property Owner has submitted or submits herewith to the City the contracts, invoices, receipts, worksheets and other evidence of Actual Costs which are in sufficient detail to allow the City Engineer Representative to verify the Actual Cost of the Acquisition Facility(ies) for which payment is requested.

(e) There are no liens, rights to lien or attachment upon, or claims affecting the right to receive the payment requested herein which has not been released or will not be released simultaneously with the payment of such obligation, other than materialmen’s or mechanics’ liens accruing by operation of law. Copies of lien releases for all work for which payment is requested hereunder are attached hereto.

Property Owner hereby declares under penalty of perjury that the above representations and warranties are true and correct.

Attachment: Joint Community Facilities Agreement (3507 : ADOPT A RESOLUTION TO APPROVE A JOINT COMMUNITY FACILITIES

Property Owner hereby requests that the acquisition be paid to the person or persons, in the amount set forth in Attachment B hereto.

**PROPERTY OWNER
PROPERTY OWNER**

MPLC LEGACY 75 ASSOCIATES, LP,
a Delaware limited liability company

By: MISSION PACIFIC LAND COMPANY,
a Delaware limited liability company, its
General Partner

By: _____
Name: Randall C. Luce
Its: Managing Director

Attachment: Joint Community Facilities Agreement (3507 : ADOPT A RESOLUTION TO APPROVE A JOINT COMMUNITY FACILITIES

CONFIRMATION AND APPROVAL BY THE CITY

The City has (a) confirmed that the Acquisition Facility(ies) described in Attachment A is complete and was constructed in accordance with the Plans therefor, and (b) reviewed, verified and approved the acquisition price of such Acquisition Facility(ies). Such Acquisition Facility(ies) is/are complete and the acquisition price therefor eligible for payment is \$_____. The amount to be paid and the payee(s) are described in Attachment B.

Date:

**AUTHORIZED REPRESENTATIVE OF
THE CITY**

By: _____

Attachment: Joint Community Facilities Agreement (3507 : ADOPT A RESOLUTION TO APPROVE A JOINT COMMUNITY FACILITIES

ATTACHMENT A

Acquisition Facility	Actual Cost	Acquisition Price*
Total Acquisition Price to be Paid:		

Attachment: Joint Community Facilities Agreement (3507 : ADOPT A RESOLUTION TO APPROVE A JOINT COMMUNITY FACILITIES

ATTACHMENT B

ACQUISITION PRICE PAYMENT INSTRUCTIONS

[Include name and address of payee and wire transfer instructions]

Attachment: Joint Community Facilities Agreement (3507 : ADOPT A RESOLUTION TO APPROVE A JOINT COMMUNITY FACILITIES

EXHIBIT "F"

FORM OF PUBLIC IMPROVEMENTS AGREEMENT

Attachment: Joint Community Facilities Agreement (3507 : ADOPT A RESOLUTION TO APPROVE A JOINT COMMUNITY FACILITIES

EXHIBIT "G"

FORM OF CITY CERTIFICATION

**\$ _____
VAL VERDE UNIFIED SCHOOL DISTRICT
COMMUNITY FACILITIES DISTRICT NO. 2018-1
20__ SPECIAL TAX BONDS**

CERTIFICATE OF THE CITY OF MORENO VALLEY

WHEREAS, Val Verde Unified School District Community Facilities District No. 2018-1 (the "CFD") is issuing the above-captioned bonds (the "Bonds") for the purpose of financing certain infrastructure capital improvements, including the capital expenditures of facilities owned by the City of Moreno Valley (the "City");

WHEREAS, the CFD will make available to the City \$ _____ of Bond proceeds (the "Proceeds");

WHEREAS, the City has read and understands the restrictions of the Tax Certificate (the "Tax Certificate") of the CFD, dated _____, 20__, with respect to the Bonds;

NOW, THEREFORE, the City covenants the following:

1. The City will expend the Proceeds on capital costs (the "Costs") paid to third parties for City improvements or equipment (the "City Project").
2. The City will maintain records regarding the investment and expenditure of the Proceeds and the usage of the City Project.
3. The City will cooperate with the CFD regarding compliance with the terms of the Tax Certificate, including remitting any rebatable arbitrage on the Proceeds, if any, to the CFD to comply with the restrictions of Section 148(f) of the Code.
4. None of the City will be subject to Private Use (as defined in the Tax Certificate) absent consent of the CFD.

All terms not defined herein have the meaning ascribed in the attached Tax Certificate.

Dated: _____, 20__

CITY OF MORENO VALLEY

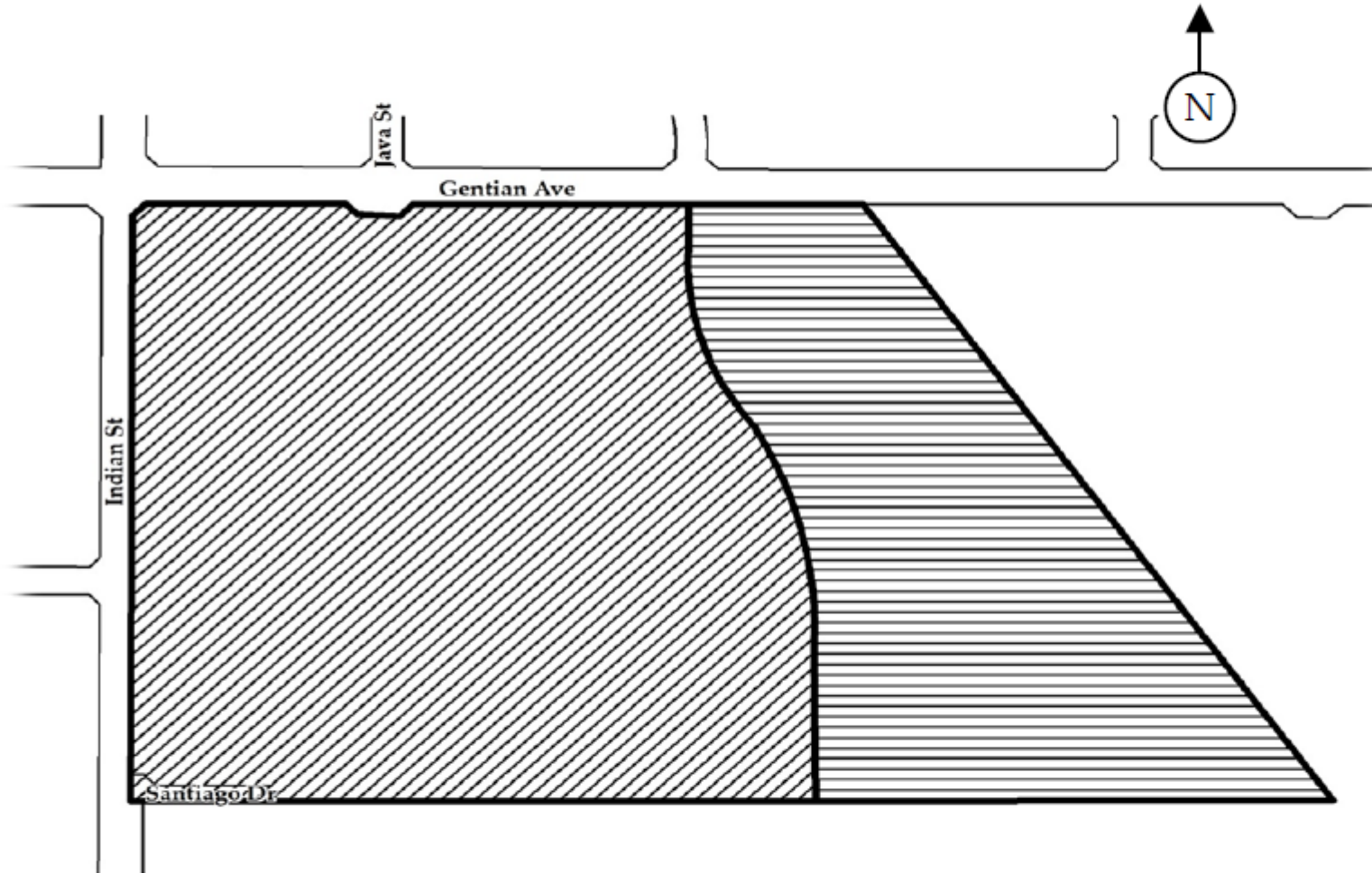
By: _____
[Name]
[Title]

copy 82/19

Prepared by:
Cooperative Strategies, LLC

PROPOSED BOUNDARIES OF
VAL VERDE UNIFIED SCHOOL DISTRICT
COMMUNITY FACILITIES DISTRICT NO. 2018-1 (MPLC LEGACY 75)
RIVERSIDE COUNTY
STATE OF CALIFORNIA

SHEET 1 OF 2



LEGEND

-  Boundaries of Community Facilities District No. 2018-1 Zone 1
-  Boundaries of Community Facilities District No. 2018-1 Zone 2

(1) Filed in the office of the Clerk of the Governing Board this 16 day of February, 2018.

D. Shelly Gallop
Clerk of the Governing Board

(2) I hereby certify that the within map showing the proposed boundaries of Val Verde Unified School District Community Facilities' District No. 2018-1, Riverside County, State of California, was approved by the Governing Board at a regular meeting thereof, held on this 6 day of February, 2018 by its Resolution No. 17-18-21.

D. Shelly Gallop
Clerk of the Governing Board

(3) Filed this 22 day of February, 2018, at the hour of 1:45 o'clock Pm, in Book 82 of Maps of Assessment and Community Facilities Districts at page 19-20 and as Instrument No. 2018-0016780 in the office of the County Recorder of Riverside County, State of California.

Josephina Gomez Deputy
County Recorder of Riverside County
Peter Aldana

Reference is hereby made to the Recorded Boundary Map for Val Verde Unified School District Community Facilities District No. 2018-1 of the County of Riverside recorded on February 22, 2018, as Instrument Number 2018-0016780 in Book 82 at Pages 19 - 20 in the records of the County of Riverside, California, for an exact description of the lines and dimensions of each lot and parcel.

Attachment: Boundary Map [Revision 1] (3507 : ADOPT A RESOLUTION TO APPROVE A JOINT COMMUNITY FACILITIES AGREEMENT BY AND

copy 82/20

Prepared by:
Cooperative Strategies, LLC

PROPOSED BOUNDARIES OF
VAL VERDE UNIFIED SCHOOL DISTRICT
COMMUNITY FACILITIES DISTRICT NO. 2018-1 (MPLC LEGACY 75)
RIVERSIDE COUNTY
STATE OF CALIFORNIA

SHEET 2 OF 2

Riverside County Assessor's Parcel Numbers

485-220-023

485-220-032

485-220-040



Report to City Council

TO: Mayor and City Council

FROM: Michael L. Wolfe, P.E., Public Works Director/City Engineer

AGENDA DATE: April 16, 2019

TITLE: ADOPT A RESOLUTION TO APPROVE A JOINT COMMUNITY FACILITIES AGREEMENT BY AND AMONG MORENO VALLEY UNIFIED SCHOOL DISTRICT, THE CITY OF MORENO VALLEY, AND KB HOME COASTAL INC RELATING TO COMMUNITY FACILITIES DISTRICT NO. 2019-1 OF MORENO VALLEY UNIFIED SCHOOL DISTRICT

RECOMMENDED ACTION

Recommendation:

Adopt Resolution No. 2019-____, a Resolution Approving the Joint Community Facilities Agreement between the Moreno Valley Unified School District, City of Moreno Valley and KB Home Coastal Inc., in substantially the form attached hereto with modifications subject to City Attorney approval, and authorize the City Manager to execute the Agreement and related documents.

SUMMARY

This report recommends approval of a Joint Community Facilities Agreement (JCFA) for Community Facilities District (CFD) 2019-1 ("District") with Moreno Valley Unified School District (MVUSD) and KB Home Coastal Inc. ("Developer"). The JCFA provides the Developer with a financing option for the construction of City public infrastructure improvements ("City Improvements") for the Boulder Ridge single-family residential project within Tract No. 24203. Provided the JCFA is approved, proceeds from future bonds issued as part of MVUSD's CFD 2019-1 may be used to finance the cost of the City Improvements.

MVUSD is the legislative body of CFD 2019-1 and is responsible for formation and annual administration activities related to the CFD. The City is not a party to or liable for the CFD or the debt issued by the CFD. The City's role is limited to agreeing to accept

this financing method for the City Improvements financed through the CFD and managing the activities related to implementation of the JCFA.

DISCUSSION

The Developer plans to construct 97 single-family residential lots as part of Tentative Tract Map 24203. The project is proposed to be constructed at the northeast corner of Pigeon Pass Road and Lawless Road (see proposed Boundary Map). It was approved provided the Developer meets certain requirements of the City, MVUSD, and Eastern Municipal Water District (EMWD) to include construction of public infrastructure improvements and payment of certain fees.

At the request of the Developer, MVUSD is scheduled to complete formation of CFD 2019-1 pursuant to the Mello-Roos Community Facilities Act of 1982 (the "Act") at its April 23, 2019 Board meeting. Formation of the CFD will allow the Developer to finance certain public infrastructure improvements and fees with tax-exempt bonds which will be issued by MVUSD, acting as the legislative body of the District. Tax-exempt bonds typically have lower interest rates than the rates associated with conventional financing methods and therefore, are a preferred financing method by the development community.

The Act requires approval of a JCFA if the improvements, proposed to be financed by the future bonds, will be owned and operated by an agency (i.e., City Improvements) other than the agency creating the district. Exhibit C of the JCFA (Attachment 2) identifies the types of City Improvements that can be financed through the CFD. The JCFA requires the public improvements be constructed as if the City were constructing the improvements (e.g., subject to public bidding, prevailing wage, City insurance requirements, etc.) and as such, requires oversight by the City to ensure compliance. Costs associated with the City oversight will be the responsibility of the Developer.

The future bonds will be secured by a special tax, which will be levied on the property tax bill of the properties included within the CFD for the term of the bonds (typically 25-30 years). The property tax rate of properties within the CFD would be an average of 2.00% of the property value (at the time the homes are originally sold by the developer) for fiscal year 2018/19 if bonds were currently issued. The City's Special District Financing Policy ("Policy") limits the property tax rate to 1.75% when the City, acting as the legislative body of a district, issues the bonds. The Policy is silent on the property tax rate when the City is not the legislative body of a CFD but party to a JCFA. The average property tax rate of four other new home developments within the City ranges from 1.82 - 2.07%. These developments are included within a CFD formed by another agency (e.g., EMWD, school district) and did not require approval of the City given bond proceeds were not used for improvements owned or operated by the City.

As the legislative body of the CFD, MVUSD will be responsible for formation of the District, bond issuance and compliance, annual administration, and levy of the special tax levy on the property tax roll. The City will have no responsibility for the CFD other

than to ensure City Improvements financed with the future bond proceeds are used in compliance with the JCFA.

This action meets the Strategic Plan Priorities by providing the financial resources to manage and maximize Moreno Valley’s public infrastructure to ensure an excellent quality of life.

ALTERNATIVES

- 1. Approve the JCFA. *Staff recommends this alternative to facilitate development of the property.*
- 2. Do not approve the JCFA. *Staff does not recommend this alternative since it will not facilitate development of the property.*

FISCAL IMPACT

There is no fiscal impact to the City because any costs associated with the implementation of the JCFA will be borne by the Developer. The City is not party to or liable for the formation or administration of the CFD or any bond issuance.

Approval of the JCFA allows a mechanism for the Developer to finance certain required City Improvements through use of bond proceeds issued as part of MVUSD’s CFD 2019-1. The portion of the City Improvements which may be financed with the bonds is approximately \$450,000. The actual amount will depend on market conditions at the time bonds are issued and available bond proceeds. The Developer, however, is required to meet the requirements of the City to complete the project whether or not sufficient bond proceeds exist to finance the City Improvements.

NOTIFICATION

Posting of the agenda

PREPARATION OF STAFF REPORT

Prepared By:
Candace E. Cassel
Special Districts Division Manager

Department Head Approval:
Michael L. Wolfe, P.E.
Public Works Director/City Engineer

Concurred By:
Michael D. Lloyd
Engineering Division Manager/Assistant City Engineer

Concurred By:
Marshall Eyerman
Chief Financial Officer/City Treasurer

CITY COUNCIL GOALS

Advocacy. Develop cooperative intergovernmental relationships and be a forceful advocate of City policies, objectives, and goals to appropriate external governments, agencies and corporations.

Public Facilities and Capital Projects. Ensure that needed public facilities, roadway improvements, and other infrastructure improvements are constructed and maintained.

Positive Environment. Create a positive environment for the development of Moreno Valley's future.

CITY COUNCIL STRATEGIC PRIORITIES

- 1. Economic Development
- 2. Public Safety
- 3. Library
- 4. Infrastructure
- 5. Beautification, Community Engagement, and Quality of Life
- 6. Youth Programs

See the Discussion section above for details of how this action supports the City Council's Strategic Priorities.

ATTACHMENTS

- 1. Resolution Approving JCFA
- 2. Joint Community Facilities Agreement
- 3. Proposed Boundary Map

APPROVALS

Budget Officer Approval	<u>✓ Approved</u>	4/10/19 11:27 AM
City Attorney Approval	<u>✓ Approved</u>	4/11/19 9:34 AM
City Manager Approval	<u>✓ Approved</u>	4/11/19 1:00 PM

RESOLUTION NO. 2019-___

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MORENO VALLEY APPROVING A JOINT COMMUNITY FACILITIES AGREEMENT WITH MORENO VALLEY UNIFIED SCHOOL DISTRICT FOR COMMUNITY FACILITIES DISTRICT NO. 2019-1 OF THE MORENO VALLEY UNIFIED SCHOOL DISTRICT

WHEREAS, the Governing Board of Moreno Valley Unified School District (the "School District") is forming Community Facilities District No. 2019-1 of the Moreno Valley Unified School District (the "CFD") pursuant to the Mello-Roos Community Facilities Act of 1982, as amended, being Chapter 2.5 of Part 1 of Division 2 of Title 5 of the Government Code of the State of California (the "Act") for the primary purpose of financing school facilities; and

WHEREAS, pursuant to Section 53316.2 of the Act, a community facilities district is authorized to finance facilities to be owned or operated by an entity other than the agency that created the community facilities district pursuant to a joint community facilities agreement; and

WHEREAS, the Governing Board of the School District and KB Home Coastal Inc., a California corporation (the "Property Owner"), the owner of the taxable property within the CFD, are considering the use of the CFD to finance various public facilities that will be constructed by the Property owner and acquired by the City of Moreno Valley (the "City") and have requested the City to enter into a joint community facilities agreement that would permit the CFD to finance such facilities, the form of which is on file with the Secretary of this City Council and which is attached hereto as Exhibit A and incorporated herein by this reference (the "Joint Community Facilities Agreement");

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MORENO VALLEY, DOES HEREBY RESOLVE AS FOLLOWS:

1. Recitals. The above recitals are all true and correct and are herein incorporated.
2. Joint Community Facilities Agreement Approved. Pursuant to Section 53316.2 of the Act, this City Council hereby approves the Joint Community Facilities Agreement substantially in the form as Exhibit A and on file with the City Clerk and determines that the Joint Community Facilities Agreement will be beneficial to the residents of the territory included within the jurisdictional boundaries of the CFD. The City Manager or the Mayor and the City Clerk are hereby authorized and directed to execute and deliver the Joint Community Facilities Agreement in said form with such changes, insertions and omissions as may be approved by the officer or officers executing such agreement, said execution and delivery being conclusive evidence of such approval.
3. This Resolution shall be effective immediately upon adoption.

APPROVED AND ADOPTED this 16th day of April, 2019.

Mayor of the City of Moreno Valley

ATTEST:

City Clerk

APPROVED AS TO FORM:

City Attorney

Attachment: Resolution Approving JCFA [Revision 1] (3508 : ADOPT A RESOLUTION TO APPROVE A JOINT COMMUNITY FACILITIES

Exhibit A**JOINT COMMUNITY FACILITIES AGREEMENT**

relating to

Moreno Valley Unified School District Community Facilities District No. 2019-1 by and among

Moreno Valley Unified School District, City of Moreno Valley and
KB Home Coastal Inc.

THIS JOINT COMMUNITY FACILITIES AGREEMENT (the “**Agreement**”) is entered into effective as of the ___ day of _____, 2019, by and among MORENO VALLEY UNIFIED SCHOOL DISTRICT, a California School District (“**School District**”), the CITY OF MORENO VALLEY, a California general law city (the “**City**”) and KB Home Coastal Inc., a California corporation (“**Property Owner**”). This Agreement relates to the formation by the School District of a community facilities district known as “Moreno Valley Unified School District Community Facilities District No. 2019-1” (the “**CFD**”).

RECITALS:

A. The property is within Tentative Tract No. 24203 of the City (“**Tract 24203**”) and is depicted in Exhibit “A” and described in Exhibit “B” hereto (the “**Property**”), which is located in the City of Moreno Valley, County of Riverside, State of California, and constitutes the land within the boundaries of the CFD.

B. Property Owner owns the Property and intends to develop the Property for residential purposes.

C. Property Owner petitioned the School District to form the CFD for the purpose of financing, among other things, the acquisition of various public facilities to be owned and operated by the City as described in Exhibit “C” hereto, which facilities will benefit the Property in whole or in part, and will be constructed by the Property Owner and acquired by the City (the “**Facilities**”).

D. Property Owner has yet to determine whether it will finance any or all of the Facilities with Bond Proceeds (defined below) that are available for such purpose. The Parties (defined below) hereto acknowledge that the purpose of this Agreement is to satisfy the requirements of the Act (defined below).

E. In addition to the Facilities, certain facilities to be owned and operated by the School District (the “**School Facilities**”) and certain facilities to be owned and operated by Eastern Municipal Water District (“**EMWD**”) are also expected to be funded from Bond Proceeds.

F. The School District will have sole discretion and responsibility for the formation and administration of the CFD.

G. The School District is authorized by Section 53313.5 of the Act to assist in the financing of the acquisition and/or construction of the Facilities. This Agreement constitutes a joint community facilities agreement, within the meaning of Section 53316.2 of the Act, by and among the City, the Property Owner, and the School District, pursuant to which the CFD, when and if formed, will be authorized to finance the acquisition and/or construction of all or a portion of the Facilities. As authorized by Section 53316.6 of the Act, responsibility for constructing, providing for, and operating the Facilities is delegated to the City.

H. The Parties (defined below) hereto find and determine that the residents residing within the boundaries of the City, the School District, and the CFD will be benefited by the construction and/or acquisition of the School Facilities and Facilities and that this Agreement is beneficial to the interests of such residents.

AGREEMENT

NOW, THEREFORE, in consideration of the mutual promises and covenants set forth herein, the Parties hereto agree as follows:

1. Recitals. Each of the above recitals is incorporated herein and is true and correct.
2. Definitions. Unless the context clearly otherwise requires, the terms defined in this Section shall, for all purposes of this Agreement, have the meanings herein specified.
 - (a) "Facility(ies)" means the facilities described in Exhibit "C" hereto.
 - (b) "Act" means the Mello-Roos Community Facilities Act of 1982, Chapter 2.5 (commencing with Section 53311) of Part 1 of Division 2 of Title 5 of the California Government Code.
 - (c) "Bond Proceeds" or "Proceeds of the Bonds" shall mean those net funds generated by the sale of the Bonds and investment earnings thereon, net of costs of issuance, reserve fund, capitalized interest and administrative expenses and may include net funds generated by the levy of Special Taxes and investment earnings thereon.
 - (d) "Bond Resolution" means that resolution, resolution supplement, fiscal agent agreement, indenture of trust or other equivalent document(s) providing for the issuance of the Bonds.
 - (e) "Bonds" shall mean those bonds, or other securities, issued by, or on behalf of, the CFD in one or more series, as authorized by the qualified electors within the CFD.
 - (f) "City Engineer Representative" means the project manager or engineer or engineers representing the City in the inspection and review of the Facilities, which may be employees of the City or outside consultants representing the City.
 - (g) "Other Facilities Account of the Improvement Fund" means the fund, account or sub-account of the CFD (regardless of its designation within the Bond Resolution) into which a portion of the Bond Proceeds may be deposited in accordance with the Bond Resolution to finance the Facilities and which may have subaccounts.
 - (h) "Party" or "Parties" shall mean any or all of the parties to this Agreement.
 - (i) "PIA" shall mean the Public Improvements Agreement, by and between the City and the Property Owner, in the form attached hereto as Exhibit E.
 - (j) "Payment Request" means a request for payment relating to Facilities in the form attached hereto as Exhibit "D".

(k) “Rate and Method” means the Rate and Method of Apportionment of the Special Tax authorizing the levy and collection of Special Taxes pursuant to proceedings undertaken for the formation of the CFD pursuant to the Act.

(l) “School Facilities” means those public improvements to be owned, operated, or maintained by the School District identified in proceedings to form the CFD that are eligible to be financed with Bond Proceeds.

(m) “Special Taxes” means the special taxes authorized to be levied and collected within the CFD pursuant to the Rate and Method.

(n) “State” means the State of California.

3. Formation of the CFD. The School District has undertaken to analyze the appropriateness of forming the CFD to finance the Facilities and other facilities. The School District has and will retain, at the expense of Property Owner, the necessary consultants to analyze the formation of the CFD. In addition, the City has retained the necessary consultants to analyze the CFD and this Agreement, at the expense of Property Owner and the funds advanced by Property Owner to the City for such purpose shall be reimbursed from Bond Proceeds.

4. Sale of Bonds and Use of Bond Proceeds. In the event that the CFD is formed and Bonds are issued, the Board of Education of the School District acting as the legislative body of the CFD may, in its sole discretion, finance the Facilities by issuing one or more series of Bonds. The purpose of this Agreement is to provide a mechanism by which the CFD may issue the Bonds and levy Special Taxes to provide a source of funds to finance all or a portion of the Facilities. In the event that Bond Proceeds, including investment earnings thereon, are not available or sufficient to fully fund the Facilities, then Property Owner shall remain obligated to construct the Facilities in accordance with the City’s conditions of approval for Tract 24203. The City and Property Owner shall enter into a PIA for all of the Facilities. All Facilities shall be constructed in accordance with the PIA and nothing in this Agreement shall amend, restate or supercede the requirements set forth in the PIA. The City and not the School District, shall be responsible for determining the Property Owner’s compliance with the PIA and Section 6 below.

The Bonds shall be issued only if, in its sole discretion, the Board of Education of the School District determines that all requirements of State and federal law and all School District policies have been satisfied or have been waived by the School District. Nothing in this Agreement shall confer upon the City or any owner of the Property, including Property Owner, a right to compel the issuance of the Bonds or the disbursement of Bond Proceeds to fund the Facilities except in accordance with the terms of this Agreement.

In connection with the issuance of any Bonds, the City agrees to execute and deliver a Certificate Concerning Use of Bond Proceeds (“City Certificate”), the form of which is attached hereto as Exhibit “F,” in order for bond counsel to conclude that interest will be excluded from gross income under Section 103 of the Internal Revenue Code of 1986, as amended, and any other provision of law. Each such City Certificate shall be provided by bond counsel prior to the pricing of the Bonds, and shall be executed by a duly authorized officer of the City within thirty (30) calendar days of such

receipt of each such City Certificate(s). Should the City fail to execute and deliver the applicable City Certificate within thirty (30) calendar days, the School District may issue taxable Bonds to fund the Facilities and tax exempt Bonds to fund School Facilities.

5. Ownership of Facilities. The Facilities, once acquired, shall be and remain the property of the City.

6. Requirements for Bidding and Construction of Facilities. The requirements of this Section 6 shall apply only as between City and Property Owner. School District shall have no responsibility for review of, validity of or compliance with any duty or obligation contained in this Section 6. This Section 6 shall apply to any Facility for which a Payment Request is submitted to the City pursuant to this Section 6.

(a) Design Plans and Specifications. All plans, specifications and bid documents for the Facility (“**Plans**”) constructed or to be constructed by or on behalf of the Property Owner shall be prepared by the Property Owner at the Property Owner’s initial expense, subject to approval by the City. Costs for preparation of the Plans shall be included in the acquisition price. Reimbursement of costs for plan revisions will be considered on a case by case basis, at the sole discretion of the City.

(b) Construction of Facilities. A qualified engineering firm (the “**Field Engineer**”) shall be employed by the Property Owner to provide all field engineering surveys determined to be necessary by the City’s inspection personnel. Field Engineer shall promptly furnish to the City a complete set of grade sheets listing all locations, offsets, etc., in accordance with good engineering practices, and attendant data and reports resulting from Field Engineer’s engineering surveys and/or proposed facility design changes. The City shall have the right, but not the obligation, to review, evaluate and analyze whether such results comply with applicable specifications.

A full-time soils testing firm, approved in writing by City, shall be employed by Property Owner to conduct soil compaction testing and certification. Property Owner shall promptly furnish results of all such compaction testing to City for its review, evaluation and decision as to compliance with applicable specifications. In the event the compaction is not in accordance or compliance with applicable specifications, Property Owner shall be fully liable and responsible therefore. A final report shall be required fully certifying all required compaction efforts prior to acceptance of each component of the Facilities.

The costs of all surveying, testing and reports associated with the Facility furnished and constructed by the Property Owner’s contractor(s) shall be included in the acquisition price.

The City shall not be responsible for conducting any environmental, archaeological, biological, or cultural studies or any mitigation or permitting requirements that may be requested by appropriate Federal, State, and/or local agencies with respect to the Facility. Any such work shall be paid for and conducted by the Property Owner and included in the acquisition price of the Facility.

(c) City Public Works Requirements. In order that the Facility may be properly and readily acquired by the City, the Property Owner shall comply with all of the following requirements with respect to the Facility, and the Property Owner shall provide such proof to the City as the City may reasonably require and at such intervals and in such form as the City may reasonably require, that the following requirements have been satisfied as to the Facility:

(i) The Property Owner will prepare a bid package for review, comment and approval by the City Manager of the City or his designee (the “**City Representative**”) in accordance with the City’s requirements and the California Public Contracts Code.

(ii) The Property Owner shall attempt to obtain at least three sealed bids for the construction of the Facility and submit to the City a listing of all responsive bids and their amounts, and the name or names of the contractor or contractors to whom the Property Owner proposes to award the contracts for such construction, which shall be the lowest responsible bidder. If the City Representative disapproves of any such contractor, the Property Owner shall select the next lowest responsible bidder from the competitive bids received who is acceptable to the City Representative.

(iii) Property Owner shall make arrangements with City to schedule the bid opening, which is to be held at City offices, conducted by Property Owner and witnessed by City staff.

(iv) The specifications and bid and contract documents shall require all contractors for the Facility to pay prevailing wages and to otherwise comply with applicable provisions of the Labor Code, the Government Code and the Public Contract Code relating to public works projects and as required by the procedures and standards of the City with respect to the construction of its public works projects.

(v) All Contractors and its contractor and subcontractors shall be required to furnish labor and material payment bonds and contract performance bonds in accordance with the City requirements set forth in the PIA for the Facilities. All such bonds shall be in a form approved by the City Representative.

(vi) All Contractors and its contractor and subcontractors shall be required to provide proof of insurance coverage throughout the term of the construction of the Facilities which they will construct in conformance with the approved Plans and in accordance with the PIA for such Facilities.

(vii) The Property Owner shall provide proof to the City, at such intervals and in such form as the City Representative may require that the foregoing requirements have been satisfied as to all of the Facilities constructed by Property Owner, acquired by City and paid for with Bond Proceeds

(viii) The Property Owner and all such contractors shall comply with such other requirements relating to the construction of the Facility which the City may impose by written notification delivered to the Property Owner and each such contractor at the time either prior to the receipt of bids by the Property Owner for the construction of such Facility or, to the extent required as a result of changes in applicable laws, during the progress of construction thereof. In accordance with Section 6(f), the Property Owner shall be deemed the awarding body and shall be solely responsible for compliance and enforcement of the provisions of the Labor Code, Government Code, and Public Contract Code.

(ix) A “**Change Order**” is an order from the Property Owner to a contractor authorizing material change in the work to be performed. The Property Owner shall receive comments from the City Representative prior to the Property Owner’s approval of any Change Order. The City Representative shall comment on or deny the Change Order request within ten (10) business days of receipt of all necessary information. The City’s comments to a Change Order shall not be unreasonably

delayed, conditioned or withheld. The Property Owner shall not be entitled to include in the acquisition price costs associated with a Change Order that have not been approved by the City Representative.

(d) Inspection; Completion of Construction. The City shall regularly inspect the Facilities with a final inspection at the request of the Property Owner. Such inspection does not include inspection for compliance with safety requirements by the Property Owner’s contractor(s). The City’s personnel shall be granted access to each construction site at all reasonable times for the purpose of accomplishing such inspection. Upon satisfaction of the City’s inspectors, the Property Owner shall notify the City in writing that the Facilities has been completed in accordance with the Plans. The Property Owner shall pay the City the estimated costs associated with the activities of the City Representative in administering its obligations with respect to this Agreement in advance at the request of the City.

The Property Owner shall request the City to perform a final inspection of the Facilities, prior to which such Facilities shall not be deemed complete. Within three (3) business days of receipt of written notification from the City inspectors that the Facility has been completed in accordance with the Plans, the City Representative shall notify the Property Owner in writing that such Facility has been satisfactorily completed. Upon receiving such notification, the Property Owner shall file a Notice of Completion with the County of Riverside Recorder’s Office, pursuant to the provisions of Section 3093 of the Civil Code. The Property Owner shall furnish to the City a duplicate copy of each such Notice of Completion showing thereon the date of filing with the County of Riverside (the “**County**”). The City will in turn file a notice with the County for acceptance.

(e) Liens. With respect to the Facility, upon the earlier of (i) receipt of all applicable lien releases, or (ii) expiration of the time for the recording of claim of liens as prescribed by Sections 3115 and 3116 of the Civil Code, the Property Owner shall provide to the City such evidence or proof as the City shall require that all persons, firms and corporations supplying work, labor, materials, supplies and equipment for the construction of the Facility have been paid, and that no claims of liens have been recorded by or on behalf of any such person, firm or corporation.

(f) Acquisition; Acquisition Price; Source of Funds. The costs eligible to be included in the acquisition price of the Facility (the “**Actual Costs**”) shall include:

(i) The actual hard costs for the construction of such Facility as established by the applicable construction contracts and approved Change Orders, including costs of payment, performance and maintenance bonds and insurance costs, pursuant to this Agreement;

(ii) The design and engineering costs of such Facility including, without limitation, the costs incurred in preparing the Plans. Costs for plan revisions will be considered on a case by case basis;

(iii) The costs of environmental evaluations and public agency permits and approvals attributable to the Facility;

(iv) Costs incurred by the Property Owner for construction management and supervision of such Facility, not to exceed five percent (5%) of the actual construction cost;

(v) Professional costs associated with the Facility such as engineering, inspection, construction staking, materials, testing and similar professional services; and

(vi) Costs approved by the City of acquiring from an unrelated third party any real property or interests therein required for the Facility including, without limitation, temporary construction easements, temporary by-pass road and maintenance easements.

Provided the Property Owner has complied with the requirements of this Agreement, the City agrees to execute and submit to the School District a Payment Request for payment of the acquisition price of the completed Facility to the Property Owner or its designee within thirty (30) days after the Property Owner's satisfaction of the preconditions to such payment stated herein.

As a condition to the City's execution of the Payment Request for the acquisition price, the property ownership of the completed Facility shall be transferred to the City by grant deed, bill of sale or such other documentation as the City may require free and clear of all taxes, liens, encumbrances, and assessments, but subject to any exceptions determined by the City to not interfere with the actual or intended use of the land or interest therein (including the lien of a community facilities district so long as the subject property is exempt from taxation or is otherwise not taxable by such community facilities district). Upon the transfer of property ownership of the Facility or any portion thereof to the City, the City shall be responsible for the maintenance of such Facility or the portion transferred. Notwithstanding the foregoing, the acquisition price of a Facility may be paid prior to transfer of property ownership and acceptance of the Facility if it is substantially completed at the time of payment. The Facility shall be considered "substantially complete" when it has been reasonably determined by the City to be usable, subject to final completion of "punch list" items still required to be completed based solely upon approval of the City's inspectors.

For purposes of determining the acquisition price to be paid by the CFD for the acquisition of each Facility by the City, the value of such Facility shall include the construction costs specified in the construction contracts and the City-approved change orders conforming to this Section 6, as hereinbefore specified. However, if the City reasonably determines that the Actual Costs are excessive and that the value of the Facility is less than the total amount of such Actual Costs, the price to be paid for the acquisition of the Facility shall be the value thereof as determined by the City Engineer Representative, subject, however, to the Property Owner's right to appeal to the City Council.

Upon completion of the construction of a Facility, the Property Owner shall deliver or cause to be delivered to the City a Payment Request in substantially the form of Exhibit "D," attached hereto, copies of the contract(s) with the contractor(s) who have constructed the Facility and other relevant documentation with regard to the payments made to such contractor(s) and each of them for the construction of the Facility, documentation evidencing payment of prevailing wages, and shall also provide to the City invoices and purchase orders with respect to all equipment, materials and labor purchased for the construction of the Facility. The City shall require the City Representative to complete its determination of the acquisition price of the Facility as promptly as is reasonably possible.

Notwithstanding the preceding provisions of this Section 6, the source of funds for the acquisition of the Facility or any portion thereof shall be funds on deposit in the Other Facilities Account of the Improvement Fund. If no such funds are available, the City shall not be required to

acquire the Facility from the Property Owner. In such event, the Property Owner shall complete the design and construction and offer to the City property ownership of such portions of the Facility as are required to be constructed by the Property Owner as a condition to recordation of subdivision maps for the Property, but need not construct any portion of the Facility which it is not so required to construct.

(g) Easements and/or Fee Title Property Ownership Deeds. The Property Owner shall, at the time the City acquires the Facility as provided in Section 7(f) hereof, grant or cause to be granted to the City, by appropriate instruments prescribed by the City, all easements across private property and/or fee title property ownership deeds which may be reasonably necessary for the proper operation and maintenance of such Facility, or any part thereof.

(h) Permits. The Property Owner shall be responsible for obtaining all necessary construction permits and encroachment permits from the City covering construction and installation of the Facility.

(i) Maintenance. Prior to the transfer of property ownership of a Facility by the Property Owner to the City, as provided in Section 6(f) hereof, the Property Owner shall be responsible for the maintenance thereof and shall require its contractor(s) to repair all facilities damaged by any party, prior to acceptance by the City and/or make corrections determined to be necessary by the City's inspection personnel.

(j) Inspection of Records. The City shall have the right to review all books and records of the Property Owner pertaining to the costs and expenses incurred by the Property Owner for the design and construction of the Facility during normal business hours by making arrangements with the Property Owner. The Property Owner shall have the right to review all books and records of pertaining to costs and expenses incurred by the City for services of the City Representative by making arrangements with the City and paying the City the City's estimated costs for such services in advance.

(k) Property Ownership of Improvements. Notwithstanding the fact that some or all of the Facility may be constructed in dedicated street rights-of-way or on property which has been or will be dedicated to the City, each Facility shall be and remain the property of the Property Owner until acquired by the City as provided in this Agreement.

(l) Independent Contractor. In performing this Agreement with respect to the Facilities, the Property Owner is an independent contractor and not the agent of the City. The City shall not have any responsibility for payment to any contractor, subcontractor or supplier of the Property Owner. It is not intended by the Parties that this Agreement create a partnership or joint venture among them and this Agreement shall not otherwise be construed.

(m) Insurance Requirements. Neither the Property Owner nor its contractor shall commence work on a Facility under this Agreement prior to obtaining all insurance required by the PIA for such Facility with a company or companies acceptable to the City, nor shall the Property Owner's contractor allow any subcontractor to commence work on its subcontract until all insurance required of the subcontractor has been obtained.

The Property Owner shall, during the life of this Agreement, notify the City in writing of any incident giving rise to any potential bodily injury or property damage claim and any resultant settlements, whether in conjunction with this or any other project which may affect the limits of the required coverage, as soon as is reasonable and practical.

7. Indemnification.

(a) *Indemnification by the School District.* The School District shall assume the defense of, indemnify and save harmless, the City and its respective officers, employees, and agents, and each and every one of them, from and against all actions, damages, claims, losses, or expenses of every type and description to which they may be subjected or put, by reason of, or resulting from, any act or omission of the School District with respect to this Agreement and the issuance of the Bonds; provided, however, that the School District shall not be required to indemnify any person or entity as to damages resulting from negligence or willful misconduct of such person or entity or their officers, agents, or employees.

(b) *Indemnification by Property Owner.* Property Owner shall assume the defense of, indemnify and save harmless, the School District, the CFD, and the City, their respective officers, employees, and agents, and each and every one of them, from and against all actions, damages, claims, losses, or expenses of every type and description to which they may be subjected or put, by reason of, or resulting from, any act or omission of Property Owner with respect to this Agreement; provided, however, that Property Owner shall not be required to indemnify any person or entity as to damages resulting from willful misconduct of such person or entity or their officers, agents, or employees.

(c) *Indemnification by the City.* The City shall assume the defense of, indemnify and save harmless, the School District, the CFD and their respective officers, employees, and agents, and each and every one of them, from and against all actions, damages, claims, losses, or expenses of every type and description to which they may be subjected or put, by reason of, or resulting from, any act or omission of the City with respect to this Agreement, and the design, engineering, and construction of the Facilities acquired by the City; provided, however, that the City shall not be required to indemnify any person or entity as to damages resulting from negligence or willful misconduct of such person or entity or their officers, agents, or employees. In addition to the obligations set forth in Section 7(b) above, Property Owner shall indemnify the City, their respective officers, employees, and agents, and each and every one of them, from and against all actions, damages, claims, losses, or expenses of every type as a result of the City indemnifying the School District and/or the CFD under this Section 7(c).

8. Allocation of Special Taxes. The Board of Education of the School District, as the legislative body of the CFD, shall annually levy the Special Tax as provided for in the formation proceedings of the CFD. The entire amount of any Special Tax levied by the CFD to repay Bonds, or to fund other obligations, shall be allocated to the CFD.

9. Amendment and Assignment. This Agreement may be amended at any time but only in writing signed by each Party hereto. This Agreement may be assigned, in whole or in part, by Property Owner to the purchaser of any parcel of land within the Property provided, however, such assignment shall not be effective unless and until the City and the School District have been notified, in writing, of such assignment and the assignment specifies whether the Property Owner or such assignee is authorized to execute Payment Requests.

10. Entire Agreement. This Agreement contains the entire agreement between the Parties with respect to the matters provided for herein and supersedes all prior agreements and negotiations between the Parties with respect to the subject matter of this Agreement.

11. Notices. Any notice, payment, or instrument required or permitted by this Agreement to be given or delivered to either Party shall be deemed to have been received when personally delivered or seventy-two hours following deposit of the same in any United States Post Office in California, registered or certified, postage prepaid, addressed as follows:

School District: Moreno Valley Unified School District
25634 Alessandro Boulevard
Moreno Valley, CA 92553
Attn: Chief Business Official

City: City of Moreno Valley
14177 Fredrick Street
PO Box 88005
Moreno Valley, CA 92552
Attn: City Clerk

Property Owner: KB Home Coastal Inc.
36310 Inland Valley Drive
Wildomar, CA 92595
Attn: Vice President, Forward Planning

Each Party may change its address for delivery of notice by delivering written notice of such change of address to the other Parties hereto. Each such notice, statement, demand, consent, approval, authorization, offer, designation, request or other communication hereunder shall be deemed delivered to the party to whom it is addressed (a) if personally served or delivered, upon delivery, (b) if given by electronic communication, whether by telex, telegram or telecopier upon the sender’s receipt of written acknowledgement from the addressee, (c) if given by registered or certified mail, return receipt requested, deposited with the United States mail postage prepaid, 72 hours after such notice is deposited with the United States mail, (d) if given by overnight courier, with courier charges prepaid, 24 hours after delivery to said overnight courier, or (e) if given by any other means, upon delivery at the address specified in this Section.

12. Exhibits. All exhibits attached hereto are incorporated into this Agreement by reference.

13. Attorneys’ Fees. Except as set forth in Section 7, each party shall be responsible for its own attorney fees’ and costs.

14. Interpretation in the event of Ambiguities or Disputes. The Parties acknowledge and agree that each has been given the opportunity to review this Agreement with legal counsel independently, and/or has the requisite experience and sophistication to understand, interpret, and agree to the particular language of the provisions hereof. In the event of an ambiguity in or dispute regarding the interpretation of same, the interpretation of this Agreement shall not be resolved by any rule of interpretation providing for interpretation against the Party who causes the uncertainty to exist or against the drafter.

15. Severability. If any part of this Agreement is held to be illegal or unenforceable by a court of competent jurisdiction, the remainder of this Agreement shall be given effect to the fullest extent reasonably possible.

16. Governing Law. This Agreement and any dispute arising hereunder shall be governed by and interpreted in accordance with the laws of the State of California.

17. Waiver. Failure by a Party to insist upon the strict performance of any of the provisions of this Agreement by any other Party hereto, or the failure by a Party to exercise its rights upon the default of any other Party, shall not constitute a waiver of such Party’s right to insist and demand strict compliance by such other Party with the terms of this Agreement thereafter.

18. No Third Party Beneficiaries. No person or entity other than the CFD, when and if formed, shall be deemed to be a third party beneficiary hereof, and nothing in this Agreement (either express or implied) is intended to confer upon any person or entity, other than the City, the School District, the CFD, and Property Owner (and their respective successors and assigns, exclusive of individual homebuyers), any rights, remedies, obligations, or liabilities under or by reason of this Agreement.

19. Singular and Plural; Gender. As used herein, the singular of any word includes the plural, and terms in the masculine gender shall include the feminine.

20. Counterparts. This Agreement may be executed in counterparts, each of which shall be deemed an original, but all of which shall constitute but one instrument.

[Remainder of Page Intentionally Left Blank; Signature Page Follows]

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the day and year written above.

MORENO VALLEY UNIFIED SCHOOL DISTRICT

By: _____
Name: _____
Title: _____

ATTEST:

By: _____
Secretary to the Board

CITY OF MORENO VALLEY

By: _____

ATTEST:

By: _____

APPROVED AS TO FORM:

By: _____

PROPERTY OWNER

**KB HOME COASTAL INC.,
a California corporation**

By: _____
Name: _____
Title: _____

Attachment: Resolution Approving JCFA [Revision 1] (3508 : ADOPT A RESOLUTION TO APPROVE A JOINT COMMUNITY FACILITIES

EXHIBIT "A"

**MORENO VALLEY UNIFIED SCHOOL DISTRICT
COMMUNITY FACILITIES DISTRICT NO. 2019-1**

BOUNDARY MAP; DEPICTION OF PROPERTY

[ATTACHED]

Attachment: Resolution Approving JCFA [Revision 1] (3508 : ADOPT A RESOLUTION TO APPROVE A JOINT COMMUNITY FACILITIES

EXHIBIT "B"

DESCRIPTION OF PROPERTY

Real property in the City of Moreno Valley, County of Riverside, State of California, described as follows:

[Insert legal description from title report]

Attachment: Resolution Approving JCFA [Revision 1] (3508 : ADOPT A RESOLUTION TO APPROVE A JOINT COMMUNITY FACILITIES

EXHIBIT “C”

CITY FACILITIES

The facilities eligible to be financed by the CFD under the Act shall consist of improvements to Pigeon Pass and Lawless Road required by the conditions of approval of Tract 24203 including, without limitation, all costs of site acquisition, planning, design, engineering, City legal services, materials testing, coordination, surveying, construction staking, construction inspection and any and all appurtenant facilities to the foregoing road improvements. Detailed scope and limits of the Facilities will be determined by the Property Owner and the City, as appropriate, consistent with the standards of the City.

Attachment: Resolution Approving JCFA [Revision 1] (3508 : ADOPT A RESOLUTION TO APPROVE A JOINT COMMUNITY FACILITIES

EXHIBIT "D"

**MORENO VALLEY UNIFIED SCHOOL DISTRICT
COMMUNITY FACILITIES DISTRICT NO. 2019-1**

**PAYMENT REQUEST FORM
MORENO VALLEY UNIFIED SCHOOL DISTRICT CFD NO. 2019-1 – OTHER FACILITIES
ACCOUNT OF THE IMPROVEMENT FUND**

Moreno Valley Unified School District (“**School District**”), City of Moreno Valley (the “**City**”) and _____ (“**Property Owner**”) are parties to the Joint Community Facilities Agreement, dated as of _____, 2019 (the “**City JCFA**”). Capitalized undefined terms used herein shall have the meanings ascribed thereto in the City JCFA. Pursuant to the City JCFA, Property Owner hereby requests approval of the acquisition price of the Facility(ies) described in Attachment A attached hereto. In connection with this Payment Request, Property Owner hereby represents and warrants to the City as follows:

- (a) The person executing this Payment Request is qualified to execute this Payment Request on behalf of Property Owner and knowledgeable as to the matters set forth herein.
- (b) The Facility(ies) have been constructed in accordance with the Plans therefor, and in accordance with all applicable City standards and the requirements of the City JCFA.
- (c) The true and correct Actual Cost of the Facility(ies) is set forth in Attachment A.
- (d) Property Owner has submitted or submits herewith to the City the contracts, invoices, receipts, worksheets and other evidence of Actual Costs which are in sufficient detail to allow the City Representative to verify the Actual Cost of the Facility(ies) for which payment is requested.
- (e) There are no liens, rights to lien or attachment upon, or claims affecting the right to receive the payment requested herein which has not been released or will not be released simultaneously with the payment of such obligation, other than materialmen’s or mechanics’ liens accruing by operation of law. Copies of lien releases for all work for which payment is requested hereunder are attached hereto.

Property Owner hereby declares under penalty of perjury that the above representations and warranties are true and correct.

Attachment: Resolution Approving JCFA [Revision 1] (3508 : ADOPT A RESOLUTION TO APPROVE A JOINT COMMUNITY FACILITIES

Property Owner hereby requests that the acquisition be paid to the person or persons, in the amount set forth in Attachment B hereto.

PROPERTY OWNER

**KB HOME COASTAL INC.,
a California corporation**

By: _____
Name: _____
Title: _____

Attachment: Resolution Approving JCFA [Revision 1] (3508 : ADOPT A RESOLUTION TO APPROVE A JOINT COMMUNITY FACILITIES

CONFIRMATION AND APPROVAL BY THE CITY

The City has (a) confirmed that the Facility(ies) described in Attachment A is complete and was constructed in accordance with the Plans therefor, and (b) reviewed, verified and approved the acquisition price of such Facility(ies). Such Facility(ies) is/are complete and the acquisition price therefor eligible for payment is \$_____. The amount to be paid and the payee(s) are described in Attachment B.

Date:

AUTHORIZED REPRESENTATIVE OF THE CITY

By: _____

Attachment: Resolution Approving JCFA [Revision 1] (3508 : ADOPT A RESOLUTION TO APPROVE A JOINT COMMUNITY FACILITIES

ATTACHMENT B

ACQUISITION PRICE PAYMENT INSTRUCTIONS

[Include name and address of payee and wire transfer instructions]

Attachment: Resolution Approving JCFA [Revision 1] (3508 : ADOPT A RESOLUTION TO APPROVE A JOINT COMMUNITY FACILITIES

EXHIBIT "E"
FORM OF PUBLIC IMPROVEMENTS AGREEMENT

Attachment: Resolution Approving JCFA [Revision 1] (3508 : ADOPT A RESOLUTION TO APPROVE A JOINT COMMUNITY FACILITIES

EXHIBIT “F”

**§ _____
COMMUNITY FACILITIES DISTRICT NO. 2019-1 OF THE
MORENO VALLEY UNIFIED SCHOOL DISTRICT
SERIES _____ SPECIAL TAX BONDS
(Riverside County, California)**

CERTIFICATE CONCERNING USE OF BOND PROCEEDS

I, the undersigned, hereby certify that I am a duly authorized officer of the City of Moreno Valley (“City”), and am authorized to sign this Certificate Concerning Use of Bond Proceeds (“Certificate”) on behalf of the City in connection with the issuance of the above-captioned Series _____ Special Tax Bonds (“Bonds”). All capitalized terms used herein and not otherwise defined shall have the meanings given such terms in the Joint Community Facilities Agreement by and between the Moreno Valley Unified School District (“School District”), the City, and KB HOME Coastal Inc., dated _____, 2019 (“JCFA”).

I further certify on behalf of the City that:

1. City is a city formed and operating pursuant to California law.
2. City has been informed by the School District and CFD No. 2019-1 that they are in the process of issuing the Bonds on behalf of CFD No. 2019-1.
3. City is informed that a portion of the net Bond proceeds are being allocated in order to finance the costs of certain facilities to be owned and operated by the City, as further described in Attachment “1” attached herein.
4. The financing of the City Facilities is in satisfaction of the requirements of the City to provide services to the property within the boundaries of CFD No. 2019-1.
5. The City represents that the City Facilities financed with proceeds of the Bonds will not be used for any activity that constitutes a trade or business that is carried on by persons or entities, other than governmental entities (“Private Use”). The leasing of the City Facilities or the access of a person or entity other than a governmental unit to the City Facilities or services provided thereby on a basis other than as a member of the general public (“General Public Use”) shall constitute a Private Use unless the City obtains an opinion of bond counsel to the contrary. Use of the City Facilities in a trade or business constitutes General Public Use only if the property is intended to be available and is in fact reasonably available for use on the same basis by natural persons not engaged in a trade or business.
6. With respect to management and service contracts, the determination of whether a particular use of the City Facilities constitutes Private Use shall be determined on the basis of applying Revenue Procedure 2017-13. The City represents that, as of the date hereof, no portion of the City Facilities is expected to be subject to contracts or other arrangements with persons or entities engaged in a trade or business (other than governmental units) that involve the management of property or the provision of services that do not comply with the standards of Revenue Procedure 2017-13.

Attachment: Resolution Approving JCFA [Revision 1] (3508 : ADOPT A RESOLUTION TO APPROVE A JOINT COMMUNITY FACILITIES

This Certificate may be relied upon by the School District, CFD No. 2019-1, and bond counsel in reaching its terms of confirmation of the tax-exempt status of the Bonds.

IN WITNESS WHEREOF, the undersigned has executed this certificate as of the date set forth below.

Dated: _____

CITY OF MORENO VALLEY

By: _____
[Authorized Official Title]

Attachment: Resolution Approving JCFA [Revision 1] (3508 : ADOPT A RESOLUTION TO APPROVE A JOINT COMMUNITY FACILITIES

ATTACHMENT "1"

The types of facilities to be owned and operated by the City and financed by CFD No. 2019-1 are:

"City Facilities" consist of the facilities eligible to be financed by the CFD under the Act shall consist of improvements to Pigeon Pass and Lawless Road required by the conditions of approval of Tract 24203 including, without limitation, all costs of site acquisition, planning, design, engineering, City legal services, materials testing, coordination, surveying, construction staking, construction inspection and any and all appurtenant facilities to the foregoing road improvements. Detailed scope and limits of the Facilities will be determined by the Property Owner and the City, as appropriate, consistent with the standards of the City.

RESOLUTION JURAT

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF MORENO VALLEY)

I, Pat Jacquez-Nares, City Clerk of the City of Moreno Valley, California, do hereby certify that Resolution No. 2019-___ was duly and regularly adopted by the City Council of the City of Moreno Valley at a regular meeting thereof held on the 16th day of April, 2019 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

(Council Members, Mayor Pro Tem and Mayor)

CITY CLERK
(SEAL)

Attachment: Resolution Approving JCFA [Revision 1] (3508 : ADOPT A RESOLUTION TO APPROVE A JOINT COMMUNITY FACILITIES

JOINT COMMUNITY FACILITIES AGREEMENT

relating to

Moreno Valley Unified School District Community Facilities District No. 2019-1 by and among

Moreno Valley Unified School District, City of Moreno Valley and
KB Home Coastal Inc.

THIS JOINT COMMUNITY FACILITIES AGREEMENT (the “**Agreement**”) is entered into effective as of the ___ day of _____, 2019, by and among MORENO VALLEY UNIFIED SCHOOL DISTRICT, a California School District (“**School District**”), the CITY OF MORENO VALLEY, a California general law city (the “**City**”) and KB Home Coastal Inc., a California corporation (“**Property Owner**”). This Agreement relates to the formation by the School District of a community facilities district known as “Moreno Valley Unified School District Community Facilities District No. 2019-1” (the “**CFD**”).

RECITALS:

A. The property is within Tentative Tract No. 24203 of the City (“**Tract 24203**”) and is depicted in Exhibit “A” and described in Exhibit “B” hereto (the “**Property**”), which is located in the City of Moreno Valley, County of Riverside, State of California, and constitutes the land within the boundaries of the CFD.

B. Property Owner owns the Property and intends to develop the Property for residential purposes.

C. Property Owner petitioned the School District to form the CFD for the purpose of financing, among other things, the acquisition of various public facilities to be owned and operated by the City as described in Exhibit “C” hereto, which facilities will benefit the Property in whole or in part, and will be constructed by the Property Owner and acquired by the City (the “**Facilities**”).

D. Property Owner has yet to determine whether it will finance any or all of the Facilities with Bond Proceeds (defined below) that are available for such purpose. The Parties (defined below) hereto acknowledge that the purpose of this Agreement is to satisfy the requirements of the Act (defined below).

E. In addition to the Facilities, certain facilities to be owned and operated by the School District (the “**School Facilities**”) and certain facilities to be owned and operated by Eastern Municipal Water District (“**EMWD**”) are also expected to be funded from Bond Proceeds.

F. The School District will have sole discretion and responsibility for the formation and administration of the CFD.

G. The School District is authorized by Section 53313.5 of the Act to assist in the financing of the acquisition and/or construction of the Facilities. This Agreement constitutes a joint community facilities agreement, within the meaning of Section 53316.2 of the Act, by and among the City, the Property Owner, and the School District, pursuant to which the CFD, when and if formed, will be authorized to finance the acquisition and/or construction of all or a portion of the Facilities. As

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authorized by Section 53316.6 of the Act, responsibility for constructing, providing for, and operating the Facilities is delegated to the City.

H. The Parties (defined below) hereto find and determine that the residents residing within the boundaries of the City, the School District, and the CFD will be benefited by the construction and/or acquisition of the School Facilities and Facilities and that this Agreement is beneficial to the interests of such residents.

AGREEMENT

NOW, THEREFORE, in consideration of the mutual promises and covenants set forth herein, the Parties hereto agree as follows:

1. Recitals. Each of the above recitals is incorporated herein and is true and correct.
2. Definitions. Unless the context clearly otherwise requires, the terms defined in this Section shall, for all purposes of this Agreement, have the meanings herein specified.
 - (a) "Facility(ies)" means the facilities described in Exhibit "C" hereto.
 - (b) "Act" means the Mello-Roos Community Facilities Act of 1982, Chapter 2.5 (commencing with Section 53311) of Part 1 of Division 2 of Title 5 of the California Government Code.
 - (c) "Bond Proceeds" or "Proceeds of the Bonds" shall mean those net funds generated by the sale of the Bonds and investment earnings thereon, net of costs of issuance, reserve fund, capitalized interest and administrative expenses and may include net funds generated by the levy of Special Taxes and investment earnings thereon.
 - (d) "Bond Resolution" means that resolution, resolution supplement, fiscal agent agreement, indenture of trust or other equivalent document(s) providing for the issuance of the Bonds.
 - (e) "Bonds" shall mean those bonds, or other securities, issued by, or on behalf of, the CFD in one or more series, as authorized by the qualified electors within the CFD.
 - (f) "City Engineer Representative" means the project manager or engineer or engineers representing the City in the inspection and review of the Facilities, which may be employees of the City or outside consultants representing the City.
 - (g) "Other Facilities Account of the Improvement Fund" means the fund, account or sub-account of the CFD (regardless of its designation within the Bond Resolution) into which a portion of the Bond Proceeds may be deposited in accordance with the Bond Resolution to finance the Facilities and which may have subaccounts.
 - (h) "Party" or "Parties" shall mean any or all of the parties to this Agreement.
 - (i) "PIA" shall mean the Public Improvements Agreement, by and between the City and the Property Owner, in the form attached hereto as Exhibit E.

(j) “Payment Request” means a request for payment relating to Facilities in the form attached hereto as Exhibit “D”.

(k) “Rate and Method” means the Rate and Method of Apportionment of the Special Tax authorizing the levy and collection of Special Taxes pursuant to proceedings undertaken for the formation of the CFD pursuant to the Act.

(l) “School Facilities” means those public improvements to be owned, operated, or maintained by the School District identified in proceedings to form the CFD that are eligible to be financed with Bond Proceeds.

(m) “Special Taxes” means the special taxes authorized to be levied and collected within the CFD pursuant to the Rate and Method.

(n) “State” means the State of California.

3. Formation of the CFD. The School District has undertaken to analyze the appropriateness of forming the CFD to finance the Facilities and other facilities. The School District has and will retain, at the expense of Property Owner, the necessary consultants to analyze the formation of the CFD. In addition, the City has retained the necessary consultants to analyze the CFD and this Agreement, at the expense of Property Owner and the funds advanced by Property Owner to the City for such purpose shall be reimbursed from Bond Proceeds.

4. Sale of Bonds and Use of Bond Proceeds. In the event that the CFD is formed and Bonds are issued, the Board of Education of the School District acting as the legislative body of the CFD may, in its sole discretion, finance the Facilities by issuing one or more series of Bonds. The purpose of this Agreement is to provide a mechanism by which the CFD may issue the Bonds and levy Special Taxes to provide a source of funds to finance all or a portion of the Facilities. In the event that Bond Proceeds, including investment earnings thereon, are not available or sufficient to fully fund the Facilities, then Property Owner shall remain obligated to construct the Facilities in accordance with the City’s conditions of approval for Tract 24203. The City and Property Owner shall enter into a PIA for all of the Facilities. All Facilities shall be constructed in accordance with the PIA and nothing in this Agreement shall amend, restate or supercede the requirements set forth in the PIA. The City and not the School District, shall be responsible for determining the Property Owner’s compliance with the PIA and Section 6 below.

The Bonds shall be issued only if, in its sole discretion, the Board of Education of the School District determines that all requirements of State and federal law and all School District policies have been satisfied or have been waived by the School District. Nothing in this Agreement shall confer upon the City or any owner of the Property, including Property Owner, a right to compel the issuance of the Bonds or the disbursement of Bond Proceeds to fund the Facilities except in accordance with the terms of this Agreement.

In connection with the issuance of any Bonds, the City agrees to execute and deliver a Certificate Concerning Use of Bond Proceeds (“City Certificate”), the form of which is attached hereto as Exhibit “F,” in order for bond counsel to conclude that interest will be excluded from gross income under Section 103 of the Internal Revenue Code of 1986, as amended, and any other provision of law. Each such City Certificate shall be provided by bond counsel prior to the pricing of the Bonds, and shall be executed by a duly authorized officer of the City within thirty (30) calendar days of such

receipt of each such City Certificate(s). Should the City fail to execute and deliver the applicable City Certificate within thirty (30) calendar days, the School District may issue taxable Bonds to fund the Facilities and tax exempt Bonds to fund School Facilities.

5. Ownership of Facilities. The Facilities, once acquired, shall be and remain the property of the City.

6. Requirements for Bidding and Construction of Facilities. The requirements of this Section 6 shall apply only as between City and Property Owner. School District shall have no responsibility for review of, validity of or compliance with any duty or obligation contained in this Section 6. This Section 6 shall apply to any Facility for which a Payment Request is submitted to the City pursuant to this Section 6.

(a) Design Plans and Specifications. All plans, specifications and bid documents for the Facility (“**Plans**”) constructed or to be constructed by or on behalf of the Property Owner shall be prepared by the Property Owner at the Property Owner’s initial expense, subject to approval by the City. Costs for preparation of the Plans shall be included in the acquisition price. Reimbursement of costs for plan revisions will be considered on a case by case basis, at the sole discretion of the City.

(b) Construction of Facilities. A qualified engineering firm (the “**Field Engineer**”) shall be employed by the Property Owner to provide all field engineering surveys determined to be necessary by the City’s inspection personnel. Field Engineer shall promptly furnish to the City a complete set of grade sheets listing all locations, offsets, etc., in accordance with good engineering practices, and attendant data and reports resulting from Field Engineer’s engineering surveys and/or proposed facility design changes. The City shall have the right, but not the obligation, to review, evaluate and analyze whether such results comply with applicable specifications.

A full-time soils testing firm, approved in writing by City, shall be employed by Property Owner to conduct soil compaction testing and certification. Property Owner shall promptly furnish results of all such compaction testing to City for its review, evaluation and decision as to compliance with applicable specifications. In the event the compaction is not in accordance or compliance with applicable specifications, Property Owner shall be fully liable and responsible therefore. A final report shall be required fully certifying all required compaction efforts prior to acceptance of each component of the Facilities.

The costs of all surveying, testing and reports associated with the Facility furnished and constructed by the Property Owner’s contractor(s) shall be included in the acquisition price.

The City shall not be responsible for conducting any environmental, archaeological, biological, or cultural studies or any mitigation or permitting requirements that may be requested by appropriate Federal, State, and/or local agencies with respect to the Facility. Any such work shall be paid for and conducted by the Property Owner and included in the acquisition price of the Facility.

(c) City Public Works Requirements. In order that the Facility may be properly and readily acquired by the City, the Property Owner shall comply with all of the following requirements with respect to the Facility, and the Property Owner shall provide such proof to the City as the City may reasonably require and at such intervals and in such form as the City may reasonably require, that the following requirements have been satisfied as to the Facility:

(i) The Property Owner will prepare a bid package for review, comment and approval by the City Manager of the City or his designee (the “**City Representative**”) in accordance with the City’s requirements and the California Public Contracts Code.

(ii) The Property Owner shall attempt to obtain at least three sealed bids for the construction of the Facility and submit to the City a listing of all responsive bids and their amounts, and the name or names of the contractor or contractors to whom the Property Owner proposes to award the contracts for such construction, which shall be the lowest responsible bidder. If the City Representative disapproves of any such contractor, the Property Owner shall select the next lowest responsible bidder from the competitive bids received who is acceptable to the City Representative.

(iii) Property Owner shall make arrangements with City to schedule the bid opening, which is to be held at City offices, conducted by Property Owner and witnessed by City staff.

(iv) The specifications and bid and contract documents shall require all contractors for the Facility to pay prevailing wages and to otherwise comply with applicable provisions of the Labor Code, the Government Code and the Public Contract Code relating to public works projects and as required by the procedures and standards of the City with respect to the construction of its public works projects.

(v) All Contractors and its contractor and subcontractors shall be required to furnish labor and material payment bonds and contract performance bonds in accordance with the City requirements set forth in the PIA for the Facilities. All such bonds shall be in a form approved by the City Representative.

(vi) All Contractors and its contractor and subcontractors shall be required to provide proof of insurance coverage throughout the term of the construction of the Facilities which they will construct in conformance with the approved Plans and in accordance with the PIA for such Facilities.

(vii) The Property Owner shall provide proof to the City, at such intervals and in such form as the City Representative may require that the foregoing requirements have been satisfied as to all of the Facilities constructed by Property Owner, acquired by City and paid for with Bond Proceeds

(viii) The Property Owner and all such contractors shall comply with such other requirements relating to the construction of the Facility which the City may impose by written notification delivered to the Property Owner and each such contractor at the time either prior to the receipt of bids by the Property Owner for the construction of such Facility or, to the extent required as a result of changes in applicable laws, during the progress of construction thereof. In accordance with Section 6(f), the Property Owner shall be deemed the awarding body and shall be solely responsible for compliance and enforcement of the provisions of the Labor Code, Government Code, and Public Contract Code.

(ix) A “**Change Order**” is an order from the Property Owner to a contractor authorizing material change in the work to be performed. The Property Owner shall receive comments from the City Representative prior to the Property Owner’s approval of any Change Order. The City Representative shall comment on or deny the Change Order request within ten (10) business days of receipt of all necessary information. The City’s comments to a Change Order shall not be unreasonably

delayed, conditioned or withheld. The Property Owner shall not be entitled to include in the acquisition price costs associated with a Change Order that have not been approved by the City Representative.

(d) Inspection; Completion of Construction. The City shall regularly inspect the Facilities with a final inspection at the request of the Property Owner. Such inspection does not include inspection for compliance with safety requirements by the Property Owner’s contractor(s). The City’s personnel shall be granted access to each construction site at all reasonable times for the purpose of accomplishing such inspection. Upon satisfaction of the City’s inspectors, the Property Owner shall notify the City in writing that the Facilities has been completed in accordance with the Plans. The Property Owner shall pay the City the estimated costs associated with the activities of the City Representative in administering its obligations with respect to this Agreement in advance at the request of the City.

The Property Owner shall request the City to perform a final inspection of the Facilities, prior to which such Facilities shall not be deemed complete. Within three (3) business days of receipt of written notification from the City inspectors that the Facility has been completed in accordance with the Plans, the City Representative shall notify the Property Owner in writing that such Facility has been satisfactorily completed. Upon receiving such notification, the Property Owner shall file a Notice of Completion with the County of Riverside Recorder’s Office, pursuant to the provisions of Section 3093 of the Civil Code. The Property Owner shall furnish to the City a duplicate copy of each such Notice of Completion showing thereon the date of filing with the County of Riverside (the “**County**”). The City will in turn file a notice with the County for acceptance.

(e) Liens. With respect to the Facility, upon the earlier of (i) receipt of all applicable lien releases, or (ii) expiration of the time for the recording of claim of liens as prescribed by Sections 3115 and 3116 of the Civil Code, the Property Owner shall provide to the City such evidence or proof as the City shall require that all persons, firms and corporations supplying work, labor, materials, supplies and equipment for the construction of the Facility have been paid, and that no claims of liens have been recorded by or on behalf of any such person, firm or corporation.

(f) Acquisition; Acquisition Price; Source of Funds. The costs eligible to be included in the acquisition price of the Facility (the “**Actual Costs**”) shall include:

(i) The actual hard costs for the construction of such Facility as established by the applicable construction contracts and approved Change Orders, including costs of payment, performance and maintenance bonds and insurance costs, pursuant to this Agreement;

(ii) The design and engineering costs of such Facility including, without limitation, the costs incurred in preparing the Plans. Costs for plan revisions will be considered on a case by case basis;

(iii) The costs of environmental evaluations and public agency permits and approvals attributable to the Facility;

(iv) Costs incurred by the Property Owner for construction management and supervision of such Facility, not to exceed five percent (5%) of the actual construction cost;

(v) Professional costs associated with the Facility such as engineering, inspection, construction staking, materials, testing and similar professional services; and

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(vi) Costs approved by the City of acquiring from an unrelated third party any real property or interests therein required for the Facility including, without limitation, temporary construction easements, temporary by-pass road and maintenance easements.

Provided the Property Owner has complied with the requirements of this Agreement, the City agrees to execute and submit to the School District a Payment Request for payment of the acquisition price of the completed Facility to the Property Owner or its designee within thirty (30) days after the Property Owner's satisfaction of the preconditions to such payment stated herein.

As a condition to the City's execution of the Payment Request for the acquisition price, the property ownership of the completed Facility shall be transferred to the City by grant deed, bill of sale or such other documentation as the City may require free and clear of all taxes, liens, encumbrances, and assessments, but subject to any exceptions determined by the City to not interfere with the actual or intended use of the land or interest therein (including the lien of a community facilities district so long as the subject property is exempt from taxation or is otherwise not taxable by such community facilities district). Upon the transfer of property ownership of the Facility or any portion thereof to the City, the City shall be responsible for the maintenance of such Facility or the portion transferred. Notwithstanding the foregoing, the acquisition price of a Facility may be paid prior to transfer of property ownership and acceptance of the Facility if it is substantially completed at the time of payment. The Facility shall be considered "substantially complete" when it has been reasonably determined by the City to be usable, subject to final completion of "punch list" items still required to be completed based solely upon approval of the City's inspectors.

For purposes of determining the acquisition price to be paid by the CFD for the acquisition of each Facility by the City, the value of such Facility shall include the construction costs specified in the construction contracts and the City-approved change orders conforming to this Section 6, as hereinbefore specified. However, if the City reasonably determines that the Actual Costs are excessive and that the value of the Facility is less than the total amount of such Actual Costs, the price to be paid for the acquisition of the Facility shall be the value thereof as determined by the City Engineer Representative, subject, however, to the Property Owner's right to appeal to the City Council.

Upon completion of the construction of a Facility, the Property Owner shall deliver or cause to be delivered to the City a Payment Request in substantially the form of Exhibit "D," attached hereto, copies of the contract(s) with the contractor(s) who have constructed the Facility and other relevant documentation with regard to the payments made to such contractor(s) and each of them for the construction of the Facility, documentation evidencing payment of prevailing wages, and shall also provide to the City invoices and purchase orders with respect to all equipment, materials and labor purchased for the construction of the Facility. The City shall require the City Representative to complete its determination of the acquisition price of the Facility as promptly as is reasonably possible.

Notwithstanding the preceding provisions of this Section 6, the source of funds for the acquisition of the Facility or any portion thereof shall be funds on deposit in the Other Facilities Account of the Improvement Fund. If no such funds are available, the City shall not be required to

acquire the Facility from the Property Owner. In such event, the Property Owner shall complete the design and construction and offer to the City property ownership of such portions of the Facility as are required to be constructed by the Property Owner as a condition to recordation of subdivision maps for the Property, but need not construct any portion of the Facility which it is not so required to construct.

(g) Easements and/or Fee Title Property Ownership Deeds. The Property Owner shall, at the time the City acquires the Facility as provided in Section 7(f) hereof, grant or cause to be granted to the City, by appropriate instruments prescribed by the City, all easements across private property and/or fee title property ownership deeds which may be reasonably necessary for the proper operation and maintenance of such Facility, or any part thereof.

(h) Permits. The Property Owner shall be responsible for obtaining all necessary construction permits and encroachment permits from the City covering construction and installation of the Facility.

(i) Maintenance. Prior to the transfer of property ownership of a Facility by the Property Owner to the City, as provided in Section 6(f) hereof, the Property Owner shall be responsible for the maintenance thereof and shall require its contractor(s) to repair all facilities damaged by any party, prior to acceptance by the City and/or make corrections determined to be necessary by the City's inspection personnel.

(j) Inspection of Records. The City shall have the right to review all books and records of the Property Owner pertaining to the costs and expenses incurred by the Property Owner for the design and construction of the Facility during normal business hours by making arrangements with the Property Owner. The Property Owner shall have the right to review all books and records of pertaining to costs and expenses incurred by the City for services of the City Representative by making arrangements with the City and paying the City the City's estimated costs for such services in advance.

(k) Property Ownership of Improvements. Notwithstanding the fact that some or all of the Facility may be constructed in dedicated street rights-of-way or on property which has been or will be dedicated to the City, each Facility shall be and remain the property of the Property Owner until acquired by the City as provided in this Agreement.

(l) Independent Contractor. In performing this Agreement with respect to the Facilities, the Property Owner is an independent contractor and not the agent of the City. The City shall not have any responsibility for payment to any contractor, subcontractor or supplier of the Property Owner. It is not intended by the Parties that this Agreement create a partnership or joint venture among them and this Agreement shall not otherwise be construed.

(m) Insurance Requirements. Neither the Property Owner nor its contractor shall commence work on a Facility under this Agreement prior to obtaining all insurance required by the PIA for such Facility with a company or companies acceptable to the City, nor shall the Property Owner's contractor allow any subcontractor to commence work on its subcontract until all insurance required of the subcontractor has been obtained.

The Property Owner shall, during the life of this Agreement, notify the City in writing of any incident giving rise to any potential bodily injury or property damage claim and any resultant settlements, whether in conjunction with this or any other project which may affect the limits of the required coverage, as soon as is reasonable and practical.

7. Indemnification.

(a) *Indemnification by the School District.* The School District shall assume the defense of, indemnify and save harmless, the City and its respective officers, employees, and agents, and each and every one of them, from and against all actions, damages, claims, losses, or expenses of every type and description to which they may be subjected or put, by reason of, or resulting from, any act or omission of the School District with respect to this Agreement and the issuance of the Bonds; provided, however, that the School District shall not be required to indemnify any person or entity as to damages resulting from negligence or willful misconduct of such person or entity or their officers, agents, or employees.

(b) *Indemnification by Property Owner.* Property Owner shall assume the defense of, indemnify and save harmless, the School District, the CFD, and the City, their respective officers, employees, and agents, and each and every one of them, from and against all actions, damages, claims, losses, or expenses of every type and description to which they may be subjected or put, by reason of, or resulting from, any act or omission of Property Owner with respect to this Agreement; provided, however, that Property Owner shall not be required to indemnify any person or entity as to damages resulting from willful misconduct of such person or entity or their officers, agents, or employees.

(c) *Indemnification by the City.* The City shall assume the defense of, indemnify and save harmless, the School District, the CFD and their respective officers, employees, and agents, and each and every one of them, from and against all actions, damages, claims, losses, or expenses of every type and description to which they may be subjected or put, by reason of, or resulting from, any act or omission of the City with respect to this Agreement, and the design, engineering, and construction of the Facilities acquired by the City; provided, however, that the City shall not be required to indemnify any person or entity as to damages resulting from negligence or willful misconduct of such person or entity or their officers, agents, or employees. In addition to the obligations set forth in Section 7(b) above, Property Owner shall indemnify the City, their respective officers, employees, and agents, and each and every one of them, from and against all actions, damages, claims, losses, or expenses of every type as a result of the City indemnifying the School District and/or the CFD under this Section 7(c).

8. Allocation of Special Taxes. The Board of Education of the School District, as the legislative body of the CFD, shall annually levy the Special Tax as provided for in the formation proceedings of the CFD. The entire amount of any Special Tax levied by the CFD to repay Bonds, or to fund other obligations, shall be allocated to the CFD.

9. Amendment and Assignment. This Agreement may be amended at any time but only in writing signed by each Party hereto. This Agreement may be assigned, in whole or in part, by Property Owner to the purchaser of any parcel of land within the Property provided, however, such assignment shall not be effective unless and until the City and the School District have been notified, in writing, of such assignment and the assignment specifies whether the Property Owner or such assignee is authorized to execute Payment Requests.

10. Entire Agreement. This Agreement contains the entire agreement between the Parties with respect to the matters provided for herein and supersedes all prior agreements and negotiations between the Parties with respect to the subject matter of this Agreement.

11. Notices. Any notice, payment, or instrument required or permitted by this Agreement to be given or delivered to either Party shall be deemed to have been received when personally delivered or seventy-two hours following deposit of the same in any United States Post Office in California, registered or certified, postage prepaid, addressed as follows:

- School District: Moreno Valley Unified School District
25634 Alessandro Boulevard
Moreno Valley, CA 92553
Attn: Chief Business Official

- City: City of Moreno Valley
14177 Fredrick Street
PO Box 88005
Moreno Valley, CA 92552
Attn: City Clerk

- Property Owner: KB Home Coastal Inc.
36310 Inland Valley Drive
Wildomar, CA 92595
Attn: Vice President, Forward Planning

Each Party may change its address for delivery of notice by delivering written notice of such change of address to the other Parties hereto. Each such notice, statement, demand, consent, approval, authorization, offer, designation, request or other communication hereunder shall be deemed delivered to the party to whom it is addressed (a) if personally served or delivered, upon delivery, (b) if given by electronic communication, whether by telex, telegram or telecopier upon the sender’s receipt of written acknowledgement from the addressee, (c) if given by registered or certified mail, return receipt requested, deposited with the United States mail postage prepaid, 72 hours after such notice is deposited with the United States mail, (d) if given by overnight courier, with courier charges prepaid, 24 hours after delivery to said overnight courier, or (e) if given by any other means, upon delivery at the address specified in this Section.

12. Exhibits. All exhibits attached hereto are incorporated into this Agreement by reference.

13. Attorneys’ Fees. Except as set forth in Section 7, each party shall be responsible for its own attorney fees’ and costs.

14. Interpretation in the event of Ambiguities or Disputes. The Parties acknowledge and agree that each has been given the opportunity to review this Agreement with legal counsel independently, and/or has the requisite experience and sophistication to understand, interpret, and agree to the particular language of the provisions hereof. In the event of an ambiguity in or dispute regarding the interpretation of same, the interpretation of this Agreement shall not be resolved by any rule of interpretation providing for interpretation against the Party who causes the uncertainty to exist or against the drafter.

15. Severability. If any part of this Agreement is held to be illegal or unenforceable by a court of competent jurisdiction, the remainder of this Agreement shall be given effect to the fullest extent reasonably possible.

16. Governing Law. This Agreement and any dispute arising hereunder shall be governed by and interpreted in accordance with the laws of the State of California.

17. Waiver. Failure by a Party to insist upon the strict performance of any of the provisions of this Agreement by any other Party hereto, or the failure by a Party to exercise its rights upon the default of any other Party, shall not constitute a waiver of such Party’s right to insist and demand strict compliance by such other Party with the terms of this Agreement thereafter.

18. No Third Party Beneficiaries. No person or entity other than the CFD, when and if formed, shall be deemed to be a third party beneficiary hereof, and nothing in this Agreement (either express or implied) is intended to confer upon any person or entity, other than the City, the School District, the CFD, and Property Owner (and their respective successors and assigns, exclusive of individual homebuyers), any rights, remedies, obligations, or liabilities under or by reason of this Agreement.

19. Singular and Plural; Gender. As used herein, the singular of any word includes the plural, and terms in the masculine gender shall include the feminine.

20. Counterparts. This Agreement may be executed in counterparts, each of which shall be deemed an original, but all of which shall constitute but one instrument.

[Remainder of Page Intentionally Left Blank; Signature Page Follows]

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the day and year written above.

MORENO VALLEY UNIFIED SCHOOL DISTRICT

By: _____
Name: _____
Title: _____

ATTEST:

By: _____
Secretary to the Board

CITY OF MORENO VALLEY

By: _____

ATTEST:

By: _____

APPROVED AS TO FORM:

By: _____

PROPERTY OWNER

**KB HOME COASTAL INC.,
a California corporation**

By: _____
Name: _____
Title: _____

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EXHIBIT "A"

**MORENO VALLEY UNIFIED SCHOOL DISTRICT
COMMUNITY FACILITIES DISTRICT NO. 2019-1**

BOUNDARY MAP; DEPICTION OF PROPERTY

[ATTACHED]

Attachment: Joint Community Facilities Agreement [Revision 1] (3508 : ADOPT A RESOLUTION TO APPROVE A JOINT COMMUNITY

EXHIBIT "B"

DESCRIPTION OF PROPERTY

Real property in the City of Moreno Valley, County of Riverside, State of California, described as follows:

[Insert legal description from title report]

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EXHIBIT “C”

CITY FACILITIES

The facilities eligible to be financed by the CFD under the Act shall consist of improvements to Pigeon Pass and Lawless Road required by the conditions of approval of Tract 24203 including, without limitation, all costs of site acquisition, planning, design, engineering, City legal services, materials testing, coordination, surveying, construction staking, construction inspection and any and all appurtenant facilities to the foregoing road improvements. Detailed scope and limits of the Facilities will be determined by the Property Owner and the City, as appropriate, consistent with the standards of the City.

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EXHIBIT “D”

**MORENO VALLEY UNIFIED SCHOOL DISTRICT
COMMUNITY FACILITIES DISTRICT NO. 2019-1**

**PAYMENT REQUEST FORM
MORENO VALLEY UNIFIED SCHOOL DISTRICT CFD NO. 2019-1 – OTHER FACILITIES
ACCOUNT OF THE IMPROVEMENT FUND**

Moreno Valley Unified School District (“**School District**”), City of Moreno Valley (the “**City**”) and _____ (“**Property Owner**”) are parties to the Joint Community Facilities Agreement, dated as of _____, 2019 (the “**City JCFA**”). Capitalized undefined terms used herein shall have the meanings ascribed thereto in the City JCFA. Pursuant to the City JCFA, Property Owner hereby requests approval of the acquisition price of the Facility(ies) described in Attachment A attached hereto. In connection with this Payment Request, Property Owner hereby represents and warrants to the City as follows:

- (a) The person executing this Payment Request is qualified to execute this Payment Request on behalf of Property Owner and knowledgeable as to the matters set forth herein.
- (b) The Facility(ies) have been constructed in accordance with the Plans therefor, and in accordance with all applicable City standards and the requirements of the City JCFA.
- (c) The true and correct Actual Cost of the Facility(ies) is set forth in Attachment A.
- (d) Property Owner has submitted or submits herewith to the City the contracts, invoices, receipts, worksheets and other evidence of Actual Costs which are in sufficient detail to allow the City Representative to verify the Actual Cost of the Facility(ies) for which payment is requested.
- (e) There are no liens, rights to lien or attachment upon, or claims affecting the right to receive the payment requested herein which has not been released or will not be released simultaneously with the payment of such obligation, other than materialmen’s or mechanics’ liens accruing by operation of law. Copies of lien releases for all work for which payment is requested hereunder are attached hereto.

Property Owner hereby declares under penalty of perjury that the above representations and warranties are true and correct.

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Property Owner hereby requests that the acquisition be paid to the person or persons, in the amount set forth in Attachment B hereto.

PROPERTY OWNER

**KB HOME COASTAL INC.,
a California corporation**

By: _____
Name: _____
Title: _____

Attachment: Joint Community Facilities Agreement [Revision 1] (3508 : ADOPT A RESOLUTION TO APPROVE A JOINT COMMUNITY

CONFIRMATION AND APPROVAL BY THE CITY

The City has (a) confirmed that the Facility(ies) described in Attachment A is complete and was constructed in accordance with the Plans therefor, and (b) reviewed, verified and approved the acquisition price of such Facility(ies). Such Facility(ies) is/are complete and the acquisition price therefor eligible for payment is \$_____. The amount to be paid and the payee(s) are described in Attachment B.

Date:

**AUTHORIZED REPRESENTATIVE OF
THE CITY**

By: _____

Attachment: Joint Community Facilities Agreement [Revision 1] (3508 : ADOPT A RESOLUTION TO APPROVE A JOINT COMMUNITY

ATTACHMENT A

Facility	Actual Cost	Acquisition Price*
		Total Acquisition Price to be Paid:

Attachment: Joint Community Facilities Agreement [Revision 1] (3508 : ADOPT A RESOLUTION TO APPROVE A JOINT COMMUNITY

ATTACHMENT B

ACQUISITION PRICE PAYMENT INSTRUCTIONS

[Include name and address of payee and wire transfer instructions]

Attachment: Joint Community Facilities Agreement [Revision 1] (3508 : ADOPT A RESOLUTION TO APPROVE A JOINT COMMUNITY

EXHIBIT "E"
FORM OF PUBLIC IMPROVEMENTS AGREEMENT

Attachment: Joint Community Facilities Agreement [Revision 1] (3508 : ADOPT A RESOLUTION TO APPROVE A JOINT COMMUNITY

EXHIBIT “F”

§ _____
**COMMUNITY FACILITIES DISTRICT NO. 2019-1 OF THE
 MORENO VALLEY UNIFIED SCHOOL DISTRICT
 SERIES _____ SPECIAL TAX BONDS
 (Riverside County, California)**

CERTIFICATE CONCERNING USE OF BOND PROCEEDS

I, the undersigned, hereby certify that I am a duly authorized officer of the City of Moreno Valley (“City”), and am authorized to sign this Certificate Concerning Use of Bond Proceeds (“Certificate”) on behalf of the City in connection with the issuance of the above-captioned Series _____ Special Tax Bonds (“Bonds”). All capitalized terms used herein and not otherwise defined shall have the meanings given such terms in the Joint Community Facilities Agreement by and between the Moreno Valley Unified School District (“School District”), the City, and KB HOME Coastal Inc., dated _____, 2019 (“JCFA”).

I further certify on behalf of the City that:

1. City is a city formed and operating pursuant to California law.
2. City has been informed by the School District and CFD No. 2019-1 that they are in the process of issuing the Bonds on behalf of CFD No. 2019-1.
3. City is informed that a portion of the net Bond proceeds are being allocated in order to finance the costs of certain facilities to be owned and operated by the City, as further described in Attachment “1” attached herein.
4. The financing of the City Facilities is in satisfaction of the requirements of the City to provide services to the property within the boundaries of CFD No. 2019-1.
5. The City represents that the City Facilities financed with proceeds of the Bonds will not be used for any activity that constitutes a trade or business that is carried on by persons or entities, other than governmental entities (“Private Use”). The leasing of the City Facilities or the access of a person or entity other than a governmental unit to the City Facilities or services provided thereby on a basis other than as a member of the general public (“General Public Use”) shall constitute a Private Use unless the City obtains an opinion of bond counsel to the contrary. Use of the City Facilities in a trade or business constitutes General Public Use only if the property is intended to be available and is in fact reasonably available for use on the same basis by natural persons not engaged in a trade or business.
6. With respect to management and service contracts, the determination of whether a particular use of the City Facilities constitutes Private Use shall be determined on the basis of applying Revenue Procedure 2017-13. The City represents that, as of the date hereof, no portion of the City Facilities is expected to be subject to contracts or other arrangements with persons or entities engaged in a trade or business (other than governmental units) that involve the management of property or the provision of services that do not comply with the standards of Revenue Procedure 2017-13.

This Certificate may be relied upon by the School District, CFD No. 2019-1, and bond counsel in reaching its terms of confirmation of the tax-exempt status of the Bonds.

IN WITNESS WHEREOF, the undersigned has executed this certificate as of the date set forth below.

Dated: _____

CITY OF MORENO VALLEY

By: _____
[Authorized Official Title]

Attachment: Joint Community Facilities Agreement [Revision 1] (3508 : ADOPT A RESOLUTION TO APPROVE A JOINT COMMUNITY

ATTACHMENT “1”

The types of facilities to be owned and operated by the City and financed by CFD No. 2019-1 are:

“**City Facilities**” consist of the facilities eligible to be financed by the CFD under the Act shall consist of improvements to Pigeon Pass and Lawless Road required by the conditions of approval of Tract 24203 including, without limitation, all costs of site acquisition, planning, design, engineering, City legal services, materials testing, coordination, surveying, construction staking, construction inspection and any and all appurtenant facilities to the foregoing road improvements. Detailed scope and limits of the Facilities will be determined by the Property Owner and the City, as appropriate, consistent with the standards of the City.

Attachment: Joint Community Facilities Agreement [Revision 1] (3508 : ADOPT A RESOLUTION TO APPROVE A JOINT COMMUNITY

**PROPOSED BOUNDARY MAP OF COMMUNITY FACILITIES DISTRICT NO. 2019-1
OF THE MORENO VALLEY UNIFIED SCHOOL DISTRICT
COUNTY OF RIVERSIDE
STATE OF CALIFORNIA**

LOT DESIGNATION	
LOT NO.	ASSESSOR'S PARCEL NO.
1	259-260-082
2	259-260-029
3	259-260-041
4	259-260-042
5	259-260-039
6	259-260-036
7	259-260-084
8	259-260-086
9	259-260-080*



* THE BOUNDARIES CONTAIN ONLY A PORTION OF CURRENT ASSESSOR PARCEL NO. 259-260-080 DENOTED AS PARCEL A OF LOT LINE ADJUSTMENT NO. 1047 RECORDED BY THE CITY OF MORENO VALLEY ON SEPTEMBER 5, 2018, DOCUMENT NO. 2018-0356833. THE PORTION OF THE CURRENT ASSESSOR PARCEL NO. 259-260-080 THAT IS INCLUDED IN THIS BOUNDARY MAP WILL BE ASSIGNED A NEW ASSESSOR PARCEL NUMBER BY THE COUNTY OF RIVERSIDE TO REFLECT THE RECORDED LOT LINE ADJUSTMENT.

LEGEND:

- 1 LOT NUMBER
- COMMUNITY FACILITIES DISTRICT BOUNDARY
- PROPOSED FUTURE ALIGNMENT OF LAWLESS ROAD AS SHOWN ON TENTATIVE TRACT MAP NO. 24203

FILED IN THE OFFICE OF THE CLERK OF THE BOARD OF EDUCATION OF THE MORENO VALLEY UNIFIED SCHOOL DISTRICT THIS _____ DAY OF _____, 2019.

MARSHA LOCKE, ED.D.
CLERK OF THE BOARD OF EDUCATION
MORENO VALLEY UNIFIED SCHOOL DISTRICT
STATE OF CALIFORNIA

I HEREBY CERTIFY THAT THE WITHIN MAP SHOWING THE BOUNDARIES OF COMMUNITY FACILITIES DISTRICT NO. 2019-1, RIVERSIDE COUNTY, STATE OF CALIFORNIA, WAS APPROVED BY THE BOARD OF EDUCATION OF THE MORENO VALLEY UNIFIED SCHOOL DISTRICT AT A REGULAR MEETING THEREOF HELD ON THE _____ DAY OF _____, 2019, BY ITS RESOLUTION NO. _____.

MARSHA LOCKE, ED.D.
CLERK OF THE BOARD OF EDUCATION
MORENO VALLEY UNIFIED SCHOOL DISTRICT
STATE OF CALIFORNIA

FILED THIS _____ DAY OF _____, 2019, AT THE HOUR OF _____ O'CLOCK _____ M. IN BOOK _____ OF MAPS ASSESSMENT AND COMMUNITY FACILITIES DISTRICTS AT PAGES _____ AND AS INSTRUMENT NO. _____ IN THE OFFICES OF THE COUNTY RECORDER OF RIVERSIDE COUNTY, STATE OF CALIFORNIA.

FEE: _____

COUNTY RECORDER OF RIVERSIDE COUNTY

NOTE: FOR PARTICULARS OF LINES AND DIMENSIONS OF ASSESSOR'S PARCELS, REFERENCE IS MADE TO THE RIVERSIDE COUNTY ASSESSOR'S PARCEL MAPS.

SHEET	1 OF 1
DATE	JANUARY 2019
JOB NO.	CFD2019-1

SDFA
SPECIAL DISTRICT FINANCING
& ADMINISTRATION

437 WEST GRAND AVENUE
ESCONDIDO, CALIFORNIA 92025
TELEPHONE: (760)233-2630
FAX: (760)233-2631



Attachment: Proposed Boundary Map (3508) : ADOPT A RESOLUTION TO APPROVE A JOINT



Report to City Council

TO: Mayor and City Council

FROM: David Lelevier,

AGENDA DATE: April 16, 2019

TITLE: SUPPLEMENTAL LAW ENFORCEMENT SERVICES ACCOUNT (SLESA) EXPENDITURE PLAN FOR FY18-19

RECOMMENDED ACTION

Recommendations:

1. Accept the Supplemental Law Enforcement Services Account (SLESA) grant award for FY 2018-19.
2. Approve an increase of \$126,226 to the SLESA Grant Fund (Fund 2410) FY 2018-19 revenue budget to reflect the total FY 2018-19 allocation of \$473,664.
3. Approve an increase of \$126,226 to the SLESA Grant Fund FY 2018-19 expenditure budget (Fund 2410) to reflect the FY 2018-19 planned expenditure of \$473,664.

SUMMARY

The California Government Code requires City Council's appropriation of Supplemental Law Enforcement Services Account (SLESA) moneys for frontline municipal police services. Council's approval to accept the Supplemental Law Enforcement Services Account award for FY2018-19 will approve the FY2018-19 allocation of \$473,664. This allocation is \$126,226 greater than originally anticipated in the current budget. The budgetary adjustments being requested will increase the current FY2018-19 appropriations for both SLESA revenues and expenditures by \$126,226.

DISCUSSION

The State of California allocates SLESA funding to various counties for the purpose of law enforcement services. The California Government Code Sections 30061 – 30065, detail the requirements for the funding to be reallocated between County Jail

Operations, the District Attorney’s Office, Juvenile Justice and Local Law Enforcement Municipalities based on a specified percentage set by the State.

The City of Moreno Valley uses the SLESA grant to fully fund one (1) sworn police officer assigned to the Career Criminal Apprehension Team (C-CAT) and fund 48% of a second sworn C-CAT police officer. The city General Fund will fund the remaining 52% of the second C-CAT position in its Special Enforcement Team (SET) budget.

Staff is requesting City Council to approve the award allocation and to adjust the FY2018-19 SLESA budget based on recent notice of detailed calculations from Riverside County Sheriff’s Department.

ALTERNATIVES

1. Approve and accept the attached Supplemental Law Enforcement Services Account (SLESA) grant award for FY 2018-19 and related budgetary adjustments. ***Staff recommends this alternative because it will ensure that the City receives all of this public safety funding.***

2. Do not approve or accept the attached Supplemental Law Enforcement Services Account (SLESA) grant award for FY2018-19 and related budgetary adjustments. ***Staff does not recommend this alternative because it would jeopardize SLESA funding and impact law enforcement services.***

FISCAL IMPACT

The recommended adjustments will increase the SLESA budgeted revenues and expenditures by \$126,226 as identified in the following table.

Description	Fund	GL Account No.	Type (Rev/Exp)	FY 18/19 Budget	FY 18/19 Proposed Amendment	FY 18/19 Amended Budget
SLESA Grant	2410	60-69-76012-486000	Rev	\$347,438	\$126,226	\$473,664
Grant Expenditures	2410	60-69-76012-620320	Exp	\$347,438	\$126,226	\$473,664

PREPARATION OF STAFF REPORT

Prepared By:
Felicia London
Public Safety Contracts Administrator

Department Head Approval:
David Lelevier
Acting Chief of Police

CITY COUNCIL GOALS

Public Safety. Provide a safe and secure environment for people and property in the community, control the number and severity of fire and hazardous material incidents, and provide protection for citizens who live, work and visit the City of Moreno Valley.

CITY COUNCIL STRATEGIC PRIORITIES

- 1. Economic Development
- 2. Public Safety
- 3. Library
- 4. Infrastructure
- 5. Beautification, Community Engagement, and Quality of Life
- 6. Youth Programs

ATTACHMENTS

- 1. FY19 COPS_Form11
- 2. SLESA FY 18-19 Expenditure Plan Form

APPROVALS

Budget Officer Approval	<u>✓ Approved</u>	4/02/19 10:42 AM
City Attorney Approval	<u>✓ Approved</u>	4/11/19 10:10 AM
City Manager Approval	<u>✓ Approved</u>	4/11/19 1:59 PM

**SUBMITTAL TO THE BOARD OF SUPERVISORS
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA**



A.13.a

ITEM
2.6
(ID # 8172)

MEETING DATE:

Tuesday, November 6, 2018


FROM : AUDITOR CONTROLLER:


SUBJECT: AUDITOR-CONTROLLER: Fiscal Year 18/19 Allocation of Enhancing Law Enforcement Activities Subaccount (ELEAS) for Citizen's Option for Public Safety (COPS) Program and Juvenile Justice Crime Prevention Act (JJCPA), Districts All. [\$12,315,868 - State Funds 100%]

RECOMMENDED MOTION: That the Board of Supervisors:

1. Receive and file the attached FY 18/19 report on the distribution of the annual Enhancing Law Enforcement Activities Subaccount (ELEAS) for Citizen's Option for Public Safety (COPS) Program and Juvenile Justice Crime Prevention Act (JJCPA) from September 1, 2018 through August 31, 2019. (Attachment A).

ACTION: Consent


Mark A. Hake, Chief Probation Officer 10/26/2018


Paul A. Angulo, County Auditor-Controller 10/26/2018

MINUTES OF THE BOARD OF SUPERVISORS

Attachment: FY19 COPS_Form11 (3336 : SUPPLEMENTAL LAW ENFORCEMENT SERVICES ACCOUNT (SLESA) EXPENDITURE PLAN FOR

SUBMITTAL TO THE BOARD OF SUPERVISORS COUNTY OF RIVERSIDE,
STATE OF CALIFORNIA

FINANCIAL DATA	Current Fiscal Year:	Next Fiscal Year:	Total Cost:	Ongoing Cost
COST	\$ 8,948,807	\$ 3,367,061	\$ 12,315,868	\$
NET COUNTY COST	\$	\$	\$	\$
SOURCE OF FUNDS: State Funds 100%			Budget Adjustment: No	
			For Fiscal Year: 18/19 & 19/20	

C.E.O. RECOMMENDATION: APPROVE

BACKGROUND:

Summary

Pursuant to current law, the State Controller is required to allocate funds to each County that established an Enhancing Law Enforcement Service Activities Subaccount (ELEAS) in accordance with the proportionate share of the State's total population that resides in the cities within the County and the unincorporated area of the County.

Government Code 30061 requires the County Auditor-Controller to allocate the moneys in the County's ELEAS within 30 days of the deposit of those moneys into the fund.

Fiscal Year 18/19 Allocation ELEAS for COPS and JJCPA allocation is \$12,315,868 and will be received in monthly installment payments. The data on Attachment A represents the distribution for the COPS Program and the JJCPA. The Cities share of the total ELEAS allocation is \$3,890,716 and the County's share is \$8,425,151. The County's share will be distributed as follows: \$1,925,508 to the COPS Program and \$6,499,643 to JJCPA.

Impact on Residents and Businesses

Fiscal Year 18/19 ELEAS allocation is used to fund jail operations, criminal prosecution, front-line law enforcement, and a comprehensive multi-agency juvenile justice program.

SUPPLEMENTAL:

Additional Fiscal Information

Fiscal Year 18/19 ELEAS payments are received from the State between the months of September 2018 and August 2019, therefore payments to the Cities and the County will be allocated between FY19 and FY20. During FY19 total estimated amount to be allocated is \$8,948,807 and \$3,367,061 in FY20.

ATTACHMENT A. Allocation of Enhancing Law Enforcement Activities Subaccount (ELEAS)



Stephanie Perera, Principal Management Analyst 10/29/2018

Attachment: FY19 COPS_Form11 (3336 : SUPPLEMENTAL LAW ENFORCEMENT SERVICES ACCOUNT (SLESA) EXPENDITURE PLAN FOR

Supplemental Law Enforcement Standardized Forms
Expenditure Plan
FY 2018-2019

City Name: CITY OF MORENO VALLEY

Beginning Fund Balance	-
Prior Year Allocation/Adjustment	158,103.69
Current Year Allocation	315,560.00
Total Allocation	473,663.69

EXPENDITURE PLANNED

Salaries and Benefits	473,663.69
Services and Supplies	
Equipment	
Administrative Overhead	
Total Expenditure Planned	473,663.69

Date approved by the City Council: 4/16/2019

The City Manager hereby certifies that the Supplemental Law Enforcement Services Plan was submitted to the City Council and approved as listed. **NOTE:** As of FY18-19, this form is only used for Internal Purposes.

Please provide the name of a contact person if there are any questions:

<u>Felicia London</u>	<u>4/16/2019</u>
Name	Date



Report to City Council

TO: Mayor and City Council

FROM: Martin Koczanowicz, City Attorney
Pat Jacquez-Nares, City Clerk

AGENDA DATE: April 16, 2019

TITLE: CONSIDERATION OF A RESOLUTION RECOGNIZING
THE IMPORTANCE OF THE 2020 CENSUS

RECOMMENDED ACTION

Recommendation:

Staff recommends that the City Council consider and take action on a Resolution recognizing the importance of the 2020 Census.

SUMMARY

This staff report presents for City Council's consideration a Resolution recognizing the importance of the 2020 Census.

DISCUSSION

The U.S. Constitution requires the federal government to count the total number of people in the United States every ten years. The U.S. Census Bureau, a division of the U.S. Department of Commerce, will conduct the next Census in 2020. The results of the census are used to distribute seats in the House of Representatives and inform the amount of federal funds allocated to states for certain programs. Census results also are used to determine legislative districts for federal, state, and local representatives. Moreover, the census provides a social, demographic, and economic profile of the country's residents, informing decisions by policymakers and businesses across the state.

California cities can play an active role in helping to make the 2020 U.S. Census fair

and accurate, especially for historically undercounted populations: racial and ethnic minorities, young children, and renters. According to available sources, the rate of undercounted populations remains consistently high, and that underscores the importance of getting an accurate account in the upcoming census. One of the main implications of a miscount is the loss of annual federal and state funding for local government, as well as funding for social programs and services. In addition, one or more Congressional seats currently given to California could be lost.

By adopting this Resolution the City Council may provide additional encouragement to our residents to take part in the Census, as well as to inform the public of the importance of an accurate and complete count.

ALTERNATIVES

1. Adopt the Resolution recognizing the importance of the 2020 Census.
2. Do not adopt the Resolution.

FISCAL IMPACT

There is no direct fiscal impact to the recommended action. An accurate Census count will ensure that City maximizes any available State and Federal funding that is connected to the population count.

NOTIFICATION

Agenda has been posted in accordance with the Brown Act.

PREPARATION OF STAFF REPORT

Prepared By
Martin D. Koczanowicz
City Attorney

Concurred By:
Pat Jacquez-Nares
City Clerk

CITY COUNCIL GOALS

Advocacy. Develop cooperative intergovernmental relationships and be a forceful advocate of City policies, objectives, and goals to appropriate external governments, agencies and corporations.

Revenue Diversification and Preservation. Develop a variety of City revenue sources and policies to create a stable revenue base and fiscal policies to support essential City services, regardless of economic climate.

CITY COUNCIL STRATEGIC PRIORITIES

- 1. Economic Development
- 2. Public Safety
- 3. Library
- 4. Infrastructure
- 5. Beautification, Community Engagement, and Quality of Life
- 6. Youth Programs

ATTACHMENTS

- 1. RESOLUTION 2020 CENSUS BACKGROUND

APPROVALS

Budget Officer Approval	<u>✓ Approved</u>	4/11/19 2:01 PM
City Attorney Approval	<u>✓ Approved</u>	4/11/19 12:21 PM
City Manager Approval	<u>✓ Approved</u>	4/11/19 2:07 PM

RESOLUTION NO. 2019-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
MORENO VALLEY, CALIFORNIA, RECOGNIZING THE
IMPORTANCE OF THE 2020 CENSUS

WHEREAS, The U.S. Census Bureau is required by Article I, Section 2 of the U.S. Constitution to conduct an accurate count of the population every ten years. The next enumeration will be April 1, 2020 and will be the first to rely heavily on online responses.

WHEREAS, The primary and perpetual challenge facing the U.S. Census Bureau is the undercount of certain population groups. That challenge is amplified in California, given the size of the state and the diversity of its communities.

WHEREAS, California has a large percentage of individuals that are considered traditionally hard to count. These diverse communities and demographic populations are at risk of being missed in the 2020 census.

WHEREAS, California receives nearly \$77 billion in federal funding that is based, in part, on census data. A complete and accurate count of California's population is essential.

WHEREAS, The data collected by the decennial Census determine the number of seats each state has in the U.S. House of Representatives and are used to distribute billions of dollars in federal funds to state and local governments. The data are also used in the redistricting of state legislatures, county boards of supervisors, and city councils.

WHEREAS, The decennial census is a massive undertaking that requires cross-sector collaboration and partnership in order to achieve a complete and accurate count. California's leaders have dedicated a historic amount of funding and resources to ensure every Californian is counted once, only once, and in the right place. This includes coordination between tribal, city, county, and state governments; and community-based, education, and many more organizations.

WHEREAS, The U.S. Census Bureau is facing several challenges with Census 2020, including a constrained fiscal environment, rapidly changing use of technology, declining response rates, and increasingly diverse and mobile population. Thus, support from partners and stakeholders is critical.

WHEREAS, California is kicking-off its outreach and engagement efforts in April 2019 for the 2020 census.

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

Section 1. The City of Moreno Valley is committed to robust outreach and communication strategies, focusing on reaching all of the City’s residents, including the hardest-to-count individuals.

Section 2. The Mayor and the City Council hereby recognize the importance of the 2020 U.S. Census and support helping to ensure a complete, fair, and accurate count of all Californians.

APPROVED AND ADOPTED this _____ day of _____, YYYY.

Mayor of the City of Moreno Valley

ATTEST:

City Clerk

APPROVED AS TO FORM:

City Attorney

Attachment: RESOLUTION 2020 CENSUS BACKGROUND (3539 : CONSIDERATION OF A RESOLUTION IN SUPPORT OF THE 2020 CENSUS)

RESOLUTION JURAT

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF MORENO VALLEY)

I, Pat Jacquez-Nares, City Clerk of the City of Moreno Valley, California, do hereby certify that Resolution No. YYYY-__ was duly and regularly adopted by the City Council of the City of Moreno Valley at a regular meeting thereof held on the ____ day of _____, YYYY by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

(Council Members, Mayor Pro Tem and Mayor)

CITY CLERK

(SEAL)

Attachment: RESOLUTION 2020 CENSUS BACKGROUND (3539 : CONSIDERATION OF A RESOLUTION IN SUPPORT OF THE 2020 CENSUS)



Report to City Council

TO: Mayor and City Council

FROM: Allen Brock, Assistant City Manager

AGENDA DATE: April 16, 2019

TITLE: SECOND AMENDMENT TO AGREEMENT FOR LAW ENFORCEMENT SERVICES BETWEEN THE CITY OF MORENO VALLEY AND MORENO VALLEY MALL HOLDING, LLC

RECOMMENDED ACTION

Recommendations:

1. Approve the Second Amendment to Agreement for Law Enforcement Services between the City of Moreno Valley and Moreno Valley Mall Holding, LLC; and
2. Authorize the City Manager to sign and execute the amended agreement.

SUMMARY

The City of Moreno Valley has provided law enforcement services at the Moreno Valley Mall since its opening in 1992, with all costs for these services paid for by the Mall owners. This report recommends approval of a second amendment to the agreement to adjust the law enforcement deployment schedule while maintaining the required 41 hours per week.

DISCUSSION

In 1992, the City of Moreno Valley and the owners of Moreno Valley Mall entered into an agreement which stationed two police officers at the Mall for 70 hours of service each week. These service levels were specified in the Conditions of Approval for the mall project, including all costs for services to be paid for by the Mall. This requirement was included in the Conditions of Approval, as a result of the research conducted by Police personnel on the types of security and/or law enforcement presence at a number of other malls in the region.

In April 2015, City Council authorized the first amendment to the Mall Agreement to update service levels to reflect calls for service at the retail facility. The law enforcement services hours were reduced from 70 hours per week to 41 hours per week with the reporting schedule as follows:

Day of the Week	Hours
Sunday	3:00 pm - 8:00 pm (5 hours)
Monday	3:00 pm - 8:00 pm (5 hours)
Tuesday	3:00 pm - 8:00 pm (5 hours)
Wednesday	3:00 pm - 8:00 pm (5 hours)
Thursday	3:00 pm - 8:00 pm (5 hours)
Friday	3:00 pm - 11:00 pm (8 hours)
Saturday	3:00 pm - 11:00 pm (8 hours)
Total Weekly Hours: 41	
Total Annual Hours: 2132	

In February 2019, a second amendment to the Mall Agreement was requested to modify the deployment schedule from 7 days per week to 4 days per week, with no changes to the 41 service hours per week. This request was made to accommodate increased calls for service during peak operating times. The requested schedule for service is as follows:

Day of the Week	Hours
Wednesday	1:45 pm - 12:00 am (10.25 hours)
Thursday	1:45 pm - 12:00 am (10.25 hours)
Friday	1:45 pm - 12:00 am (10.25 hours)
Saturday	1:45 pm - 12:00 am (10.25 hours)
Total Weekly Hours: 41	
Total Annual Hours: 2132	

In review of the request, all parties agree that adjusting the schedule from 7 days per week to 4 days per week will allow law enforcement personnel to provide coverage for

the periods with the highest demand for services. Calls for service outside these core hours will be assigned to Patrol officers, according to standard dispatch protocols.

ALTERNATIVES

Council has the following alternatives:

1. Approve the Second Amendment to the Agreement for Law Enforcement Services between the City of Moreno Valley and the current Mall owners, Moreno Valley Mall Holding, LLC and authorize the City Manager to sign and execute the amended agreement. *Staff recommends this alternative.*
2. Do not approve the recommended amendment and maintain the current deployment schedule. *Staff does not recommend this alternative.*

FISCAL IMPACT

There is no fiscal impact associated with this request.

PREPARATION OF STAFF REPORT

Prepared By:
Felicia London
Public Safety Contracts Administrator

Department Head Approval:
Allen Brock
Assistant City Manager

CITY COUNCIL GOALS

Public Safety. Provide a safe and secure environment for people and property in the community, control the number and severity of fire and hazardous material incidents, and provide protection for citizens who live, work and visit the City of Moreno Valley.

Positive Environment. Create a positive environment for the development of Moreno Valley's future.

CITY COUNCIL STRATEGIC PRIORITIES

1. Economic Development
2. Public Safety
3. Library
4. Infrastructure
5. Beautification, Community Engagement, and Quality of Life
6. Youth Programs

ATTACHMENTS

1. 2nd Amendment to Law Enforcement Svcs with Mall

APPROVALS

Budget Officer Approval	<u>✓ Approved</u>	4/11/19 2:04 PM
City Attorney Approval	<u>✓ Approved</u>	4/11/19 1:17 PM
City Manager Approval	<u>✓ Approved</u>	4/11/19 2:07 PM

**SECOND AMENDMENT TO AGREEMENT
FOR LAW ENFORCEMENT SERVICES**

The Second Amendment to Agreement is by and between the CITY OF MORENO VALLEY, a municipal corporation, hereinafter referred to as “City,” and MORENO VALLEY MALL HOLDING, LLC, hereinafter referred to as “Moreno Valley Mall Holding.” This Second Amendment to Agreement is made and entered into effective April 16, 2019.

RECITALS:

Whereas, the City and Towngate Regional Mall Company entered into an Agreement entitled “AGREEMENT FOR LAW ENFORCEMENT SERVICES,” hereinafter referred to as “Agreement,” dated October 14, 1992.

Whereas, the City is providing law enforcement services to the Towngate Mall pursuant to the Agreement.

Whereas, Moreno Valley Mall Holding is the current owner of Towngate Mall and is the successor in interest to the Agreement.

Whereas, it is desirable to amend the Agreement to amend the law enforcement services deployment schedule as is more particularly described in Section 1 of this Second Amendment. A copy of the amended deployment schedule is attached as “Exhibit A – Second Amendment” and is incorporated herein by this reference.

SECTION 1 AMENDMENT TO ORIGINAL AGREEMENT:

1.1 Moreno Valley Mall Holding is the successor in interest to Towngate Regional Mall Company for the Law Enforcement Services Agreement.

Attachment: 2nd Amendment to Law Enforcement Svcs with Mall (3483 : SECOND AMENDMENT TO AGREEMENT FOR LAW ENFORCEMENT

SECOND AMENDMENT TO AGREEMENT FOR LAW ENFORCEMENT SERVICES

1.2 Notwithstanding anything to the contrary set forth in the Agreement, Section 2(g)(ii), Section 5 of the Agreement and the First Amendment to the agreement are hereby amended to revise the Service Levels as provided in Exhibit A – Second Amendment.

SECTION 2

2.1 Except as otherwise specifically provided in this Amendment, all other terms and conditions of the Agreement and the First and Second Amendment shall remain in full force and effect. To the extent of a conflict between the terms of the First and Second Amendment and the Agreement, the terms of the Amendments shall control.

2.2 Notwithstanding anything set forth in this Amendment to the contrary, or the mere existence of this Amendment, both parties reserve all rights, claims and defenses related to the Agreement and the First Amendment that existed prior to this Second Amendment, including, without limitation the right to challenge the validity, legality and enforceability of the Agreement and the First and Second Amendments, and does not waive any such rights, claims or defenses by entering into this Second Amendment.

SIGNATURE PAGE TO FOLLOW

SECOND AMENDMENT TO AGREEMENT FOR LAW ENFORCEMENT SERVICES

IN WITNESS HEREOF, the parties have each caused their authorized representative to execute this Agreement.

City of Moreno Valley

Moreno Valley Mall Holding, LLC

By: _____
City Manager, Thomas DeSantis

By: _____

Date: _____

Title: _____
(Owner or Partner)

Date: _____

INTERNAL USE ONLY

APPROVED AS TO LEGAL FORM:

City Attorney

Date

APPROVED AS TO LEGAL FORM:

Department Head
(if contract exceeds \$15,000)

Date

By: _____

Title: _____
(Corporate Secretary)

Date: _____

Attachments: Exhibit A – Second Amendment

Attachment: 2nd Amendment to Law Enforcement Svcs with Mall (3483 : SECOND AMENDMENT TO AGREEMENT FOR LAW ENFORCEMENT

SECOND AMENDMENT TO AGREEMENT FOR LAW ENFORCEMENT SERVICES

EXHIBIT A – SECOND AMENDMENT

Day of the Week	Hours
Wednesday	1:45 pm - 12:00 am (10.25 hours)
Thursday	1:45 pm - 12:00 am (10.25 hours)
Friday	1:45 pm - 12:00 am (10.25 hours)
Saturday	1:45 pm - 12:00 am (10.25 hours)
	Total of 41 hours weekly

Total Hours - Year
2132



Report to City Council

TO: Mayor and City Council

FROM: Patti Solano, Parks & Community Services Director

AGENDA DATE: April 16, 2019

TITLE: AUTHORIZATION TO CLOSE PUBLIC STREETS FOR THE 4TH OF JULY PARADE & FUNFEST ON THURSDAY, JULY 4, 2019

RECOMMENDED ACTION

Recommendations:

1. Authorize the closure of the following streets between the hours of 6 a.m. and 12 noon for the purpose of conducting the 4th of July Parade scheduled to take place on Thursday, July 4, 2019;
 - a. Frederick Street between Centerpoint Drive and Cactus Avenue;
 - b. Towngate Boulevard between Frederick Street and Heritage Way;
 - c. Towngate Boulevard between Frederick Street, Eucalyptus Avenue and Memorial Way;
 - d. Brabham Street between Frederick Street and Andretti Street;
 - e. Eucalyptus Avenue between Pan Am Boulevard and Kochi Drive;
 - f. Atlantic Circle east of Frederick Street;
 - g. Dracaea Avenue between Pan Am Boulevard and Kochi Drive;
 - h. Cottonwood Avenue between Pan Am Boulevard and Dunhill Drive;
 - i. Bay Avenue between Kristina Court and Courage Street;
 - j. Alessandro Boulevard between Elsworth and Graham Street;
 - k. Brodiaea Avenue at Frederick Street;
 - l. Resource Way between Frederick Street and Corporate Way;
 - m. Corporate Way between Calle San Juan de Los Lagos and Resource Way;
 - n. Calle San Juan De Los Lagos between Frederick Street and Veterans Way;

- o. Veterans Way between Cactus Avenue and Alessandro Boulevard;
 - p. Newhope Street between Veterans Way and Elsworth Street;
 - q. Veterans Way between Cactus Avenue and Alessandro Boulevard;
 - r. Goldencrest Drive between Elsworth Street and Veterans Way; and
2. Authorize the closure of Dracaea Avenue between Morrison Street and Mascot Street, between the hours of 6 a.m. and 11 p.m., Thursday, July 4, 2019, for the purpose of conducting the 4th of July FunFest; and
 3. Authorize one-way traffic on various streets and the closure of traffic lanes, for a short period of time immediately following the fireworks display, in the vicinity of Morrison Park to be directed by the Moreno Valley Police Department.

SUMMARY

This report recommends the approval of the named street closures for the City's 4th of July Parade & FunFest. Street closures for both the parade and the FunFest site are the same closures approved for the 2018 event. The parade begins at 9:30 a.m. on Frederick Street, south of Alessandro Boulevard. The FunFest and fireworks display is held at Mountain View Middle School and Morrison Park, starting at 2 p.m. and ending at 9:30 p.m. respectively.

DISCUSSION

The recommended street closures for both the parade and the FunFest site are the same closures approved for the 2018 4th of July Parade & FunFest event.

1. Parade Discussion

The parade takes place on Thursday, July 4, 2019. Parade participants enter north onto Veterans Way from Cactus Avenue and check in near San Juan De Los Lagos. Staging for the parade takes place on Calle San Juan de Los Lagos, Corporate Way, and Resource Way. The parade route begins on Frederick Street at Alessandro Boulevard and goes north on Frederick Street to Towngate Boulevard, turns west on Towngate Boulevard, turns north onto Heritage Way, and disbands into the parking lot located between the rear of the Burlington store and the Regency Theater in the Towngate Shopping Center. The parade begins promptly at 9:30 a.m. and concludes prior to noon. Staff is anticipating approximately 5,000 participants and spectators for the parade.

The street closures being requested allows sufficient time for safe passage during the event for all event participants and spectators. Traffic entering and/or leaving commercial establishments are restricted during the parade. All barricades at intersections are removed no later than noon. Police officers are stationed at the following major intersections for safety purposes.

- Cactus Avenue and Frederick Street;
- Alessandro Boulevard and Frederick Street;
- Cottonwood Avenue and Frederick Street;
- Frederick Street and Towngate Boulevard;
- Towngate Boulevard and Heritage Way;
- Veterans Way and Alessandro Boulevard;
- Heritage Way and Town Circle

2. FunFest Discussion

Festivities continue on Thursday, July 4, 2019 from 2 p.m. to 9:30 p.m. with the FunFest activities at Mountain View Middle School/Morrison Park. Staff is anticipating approximately 18,000 spectators to attend. The FunFest consists of food vendors, arts and crafts, game booths, entertainment, and a beer garden. Several entertainers on the main stage provide enjoyment for the entire family. As a grand finale, the event concludes with a fireworks show at 9 p.m., which is simulcast with patriotic music by KOLA (99.9 FM).

Presale tickets for the event are available at the Moreno Valley Conference and Recreation Center from May 31 to July 1. Cost is \$2 per person or \$10 for a family (up to 6 people). On July 4, entry is free between 2 and 4 p.m. After 4 p.m., the entry fee is \$3 per person. Military service members with valid identification and children 5 and under are free.

Based on past years, the Moreno Valley Police Department and the Transportation Division are recommending closure of the certain streets to allow sufficient time for safe passage before, during, and after the event for all participants and spectators. Barricades placed at intersections designated for one-way traffic are removed no later than 11 p.m. Police officers are stationed at major intersections as directed by the Moreno Valley Police Department.

As part of the 4th of July Parade & FunFest planning process, businesses, and residents that are potentially impacted by the street closures receive written notification of the street closures scheduled to take place.

ALTERNATIVES

1. Approve street closures as recommended.

- 2. Elect not to approve the street closures as recommended and provide further direction to staff.

FISCAL IMPACT

The Parks and Community Services Department has Parks Zone A fund (Fund 5011) for event cost. **There is no impact on the General Fund.**

The operating budget for the 2019 4th of July Parade & FunFest are allocated in various expenditure accounts of the Parks Zone A fund account number 5011-50-58-35317. Planned expenditures for the 2019 event are summarized below:

Expenditure Category	\$
600000 – Personnel Services	38,773
620000 – Contractual Services	80,750
630000 – Materials & Supplies	12,660
Total	132,183

Additional expenditures regarding street closures are included in the operating budgets of both the Police and Public Works Departments.

Revenue of \$51,000 for the 4th of July Parade & FunFest was projected for the FY 2018/2019 budget. Additionally, Parks and Community Services staff is currently seeking additional funding from event sponsors.

PREPARATION OF STAFF REPORT

Prepared By:
Erica Green
Parks and Community Services Deputy Director

Department Head Approval:
Patti Solano
Parks and Community Services Director

Concurred By:
Eric Lewis
City Traffic Engineer

Concurred By:
Dave Lelevier
Acting Chief of Police

CITY COUNCIL GOALS

Public Safety. Provide a safe and secure environment for people and property in the community, control the number and severity of fire and hazardous material incidents, and provide protection for citizens who live, work and visit the City of Moreno Valley.

Positive Environment. Create a positive environment for the development of Moreno Valley's future.

Community Image, Neighborhood Pride and Cleanliness. Promote a sense of community pride and foster an excellent image about our City by developing and executing programs which will result in quality development, enhanced neighborhood preservation efforts, including home rehabilitation and neighborhood restoration.

CITY COUNCIL STRATEGIC PRIORITIES

- 1. Economic Development
- 2. Public Safety
- 3. Library
- 4. Infrastructure
- 5. Beautification, Community Engagement, and Quality of Life
- 6. Youth Programs

Objective 2.1: Reduce crime, the fear of crime, and the perception of crime in the community.

Objective 5.5: Promote a healthy community and lifestyle.

Objective 5.6: Enhance community outreach, partnership opportunities, and stakeholder ownership of the City’s parks and recreation services, programs and events.

Objective 6.2: Improve health, wellness and fitness for Moreno Valley youth through recreation and sports programs.

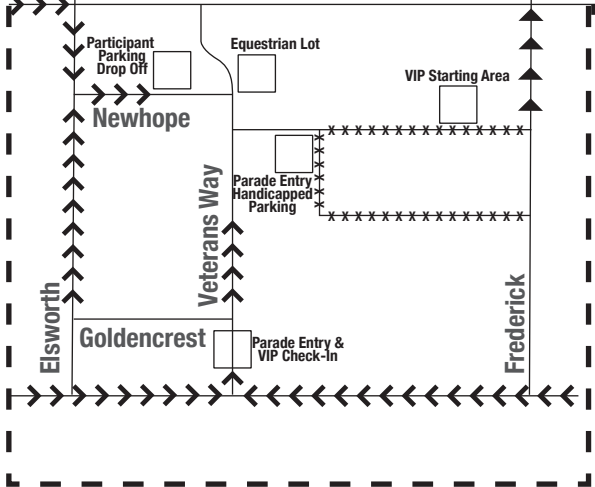
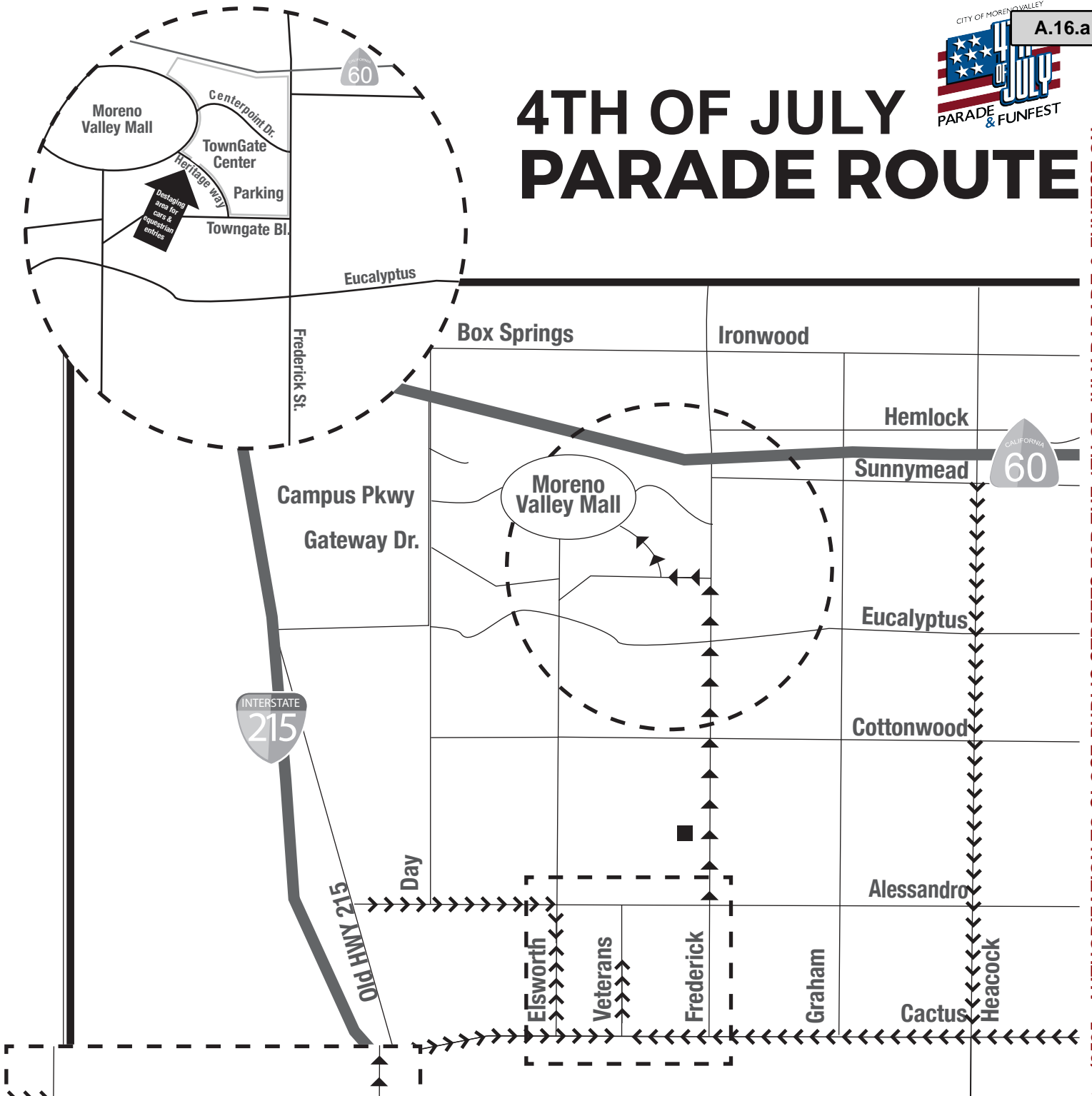
ATTACHMENTS

- 1. 2019 Parade Route
- 2. 2019 Parade Street Closure Map
- 3. 2019 FunFest Street Closure Map

APPROVALS

Budget Officer Approval	<u>✓ Approved</u>	4/10/19 11:31 AM
City Attorney Approval	<u>✓ Approved</u>	4/11/19 12:44 PM
City Manager Approval	<u>✓ Approved</u>	4/11/19 1:03 PM

4TH OF JULY PARADE ROUTE



IMPORTANT - PLEASE READ

Check-in and staging begins at 7:30 a.m.
 Parade will begin at promptly 9:30 a.m.

(All handicapped parking is accessible **only** via Cactus & Veteran's Way. You must have valid handicapped permit with you)

PARADE VEHICLES & VIP ONLY -

Please report to check-in area located on Veterans Way and Cactus Ave. All Parade Vehicles, Equestrian Entries & VIP's must enter from Cactus Ave.

PARADE PARTICIPANTS PARKING & DROP OFFS

Access to parade parking lot & drop off area @ Elsworth & Newhope.
 All vehicles not in the parade must enter @ Elsworth & Newhope.

LEGEND


- ◀ Parade Route
- X Staging Area
- > Check-In
- Approach Route
- Judging Stand


Attachment: 2019 Parade Route (3535 : AUTHORIZATION TO CLOSE PUBLIC STREETS FOR THE 4TH OF JULY PARADE & FUNFEST ON


CITY OF MORENO VALLEY

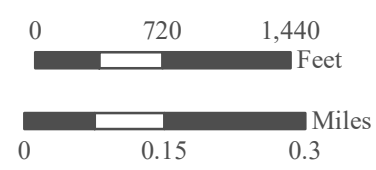
4TH OF JULY PARADE ROAD CLOSURES

- Road Closures**
- Frederick Street between Centerpoint Drive and Cactus Avenue
 - Towngate Boulevard between Frederick Street and Heritage Way
 - Towngate Boulevard between Heritage Way and Memorial Way/Eucalyptus Avenue
 - Brabham Street between Frederick Street and Andretti Street
 - Eucalyptus Avenue between Pan Am Boulevard and Kochi Drive
 - Atlantic Circle east of Frederick Street
 - Dracaea Avenue between Pan Am Boulevard and Kochi Drive
 - Cottonwood Avenue between Pan Am Boulevard and Dunhill Drive
 - Bay Avenue between Courage Street and Kristina Court
 - Alessandro Boulevard between Elsworth Street and Graham Street
 - Brodiaea Avenue at Frederick Street
 - Resource Way between Corporate Way and Frederick Street
 - Corporate Way between Calle San Juan de Los Lagos and Resource Way
 - Calle San Juan De Los Lagos between Veterans Way and Frederick Street
 - Veterans Way between Cactus Avenue and Alessandro Boulevard
 - Newhope Drive between Elsworth Street and Veterans Way
 - Veterans Way between Cactus Avenue and Alessandro Boulevard
 - Goldencrest Drive between Elsworth Street and Veterans Way

 Road Closures

 Police Officer Stationed

 City Boundary



Map Produced by Moreno Valley Geographic Information System
 Geographic Information in:
 State Plane NAD 83 California Zone 6 Feet
 G:\Divisions\Parks\2019\MXD\
 RoadClosures_4thJulyParade_031919A.mxd
 20 March 2019






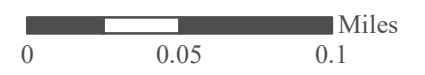
The information shown on this map was compiled from the Riverside County GIS and the City of Moreno Valley GIS. The land base and facility information on this map is for display purposes only and should not be relied upon without independent verification as to its accuracy. Riverside County and City of Moreno Valley will not be held responsible for any claims, losses or damages resulting from the use of this map.

Attachment: 2019 Parade Street Closure Map (3535 : AUTHORIZATION TO CLOSE PUBLIC STREETS FOR THE 4TH OF JULY PARADE &

CITY OF MORENO VALLEY

4TH OF JULY FUNFEST ROAD CLOSURE

-  Road Closure
-  Schools
-  Fire Stations



Map Produced by Moreno Valley
 Geographic Information System
 Geographic Information in:
 State Plane NAD 83 California Zone 6 Feet
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 RoadClosures_4thJulyFunFest_032119A.mxd
 21 March 2019



The information shown on this map was compiled from the Riverside County GIS and the City of Moreno Valley GIS. The land base and facility information on this map is for display purposes only and should not be relied upon without independent verification as to its accuracy. Riverside County and City of Moreno Valley will not be held responsible for any claims, losses or damages resulting from the use of this map.

Attachment: 2019 FunFest Street Closure Map (3535 : AUTHORIZATION TO CLOSE PUBLIC STREETS FOR THE 4TH OF JULY PARADE &





Report to City Council

TO: Mayor and City Council

FROM: Michael L. Wolfe, P.E., Public Works Director/City Engineer

AGENDA DATE: April 16, 2019

TITLE: ACCEPTANCE OF CYCLE 4 ACTIVE TRANSPORTATION PROGRAM (ATP) GRANT AND FUNDING APPROPRIATION FOR JUAN BAUTISTA DE ANZA MULTI USE TRAIL PROJECT

RECOMMENDED ACTION

Recommendations:

Accept the Active Transportation Program (ATP) grant award of up to \$8,403,000 to build the remaining segments of the Juan Bautista De Anza Multi-Use Trail from Moreno Valley Mall to Iris Avenue.

SUMMARY

This report requests that City Council accept the \$8,403,000 ATP Cycle 4 grant award from the California Department of Transportation and appropriate funds for the project to build approximately four miles of remaining segments of the Juan Bautista De Anza Multi-Use Trail from Moreno Valley Mall to Iris Avenue.

DISCUSSION

The Active Transportation Program (ATP) was created by California Senate Bill 99 (Chapter 359, Statutes of 2013) and California Assembly Bill 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking. The ATP consolidated existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and the State-funded Safe Routes to School (SR2S) Program, into a single program that is annually funded by approximately \$360 million of various state and federal funds from appropriations in the annual Budget Act. Eligible projects for ATP grant funding include pedestrian facilities, traffic control devices, bicycle facilities, and recreational trails.

At the June 19, 2018 regular meeting, City Council approved submission of an application for this project under the ATP Cycle 4 Call for Projects. Staff had successfully submitted the grant application competing with 554 applications statewide. On January 30, 2019, the California Transportation Commission (CTC) approved its project recommendations for the statewide competitive component, which had six projects from Riverside County including the Juan Bautista De Anza Multi Use Trail Project from the City of Moreno Valley. On March 21, 2019, staff was officially notified that our funding request was approved and the project is on the CTC's 2019 ATP Cycle 4 awarded projects.

This portion of the overall trail project entails the design, right of way acquisition, and construction of approximately four miles, in varying segments lengths, from Moreno Valley Mall to Iris Avenue. When these segments are completed, they will connect to other segments of the overall trail project funded through previous ATP cycles or constructed by developments. These other segments include Iris Avenue to El Portero Park and the southern portion of the trail from El Portero Park to Lake Perris State Park.

Staff is recommending City Council accept the ATP grant award to build the remaining segments of the Juan Bautista De Anza Multi-Use Trail. Staff is requesting City Council authorize the appropriation of \$8,403,000 into the Capital Projects Grants fund (Fund 2301) for this project. Because the funding source is overseen by the State, the project schedule includes the extended process required by Caltrans with all required milestones and intermediate authorizations approvals.

ALTERNATIVES

1. Approve and authorize the recommended actions as presented in this report. *This alternative, as recommended by staff, allows this Active Transportation project to be implemented, thereby enhancing air quality, and providing for improved safety and mobility for all trail users.*
2. Do not approve and authorize the recommended actions. *This alternative, not recommended by staff, would delay implementation of this project and all of its derived benefits.*

FISCAL IMPACT

The ATP grant will provide 100% reimbursement of up to \$8,403,000 for the design, right-of-way, and construction phases of the project. It is recommended to appropriate \$8,403,000 into the Capital Grants fund (Fund 2301) as part of the FY 2019/20-2020/21 Capital Improvement Plan (CIP) Budget. There is no local matching funds required for the project. ATP funds can only be used for Active Transportation Projects. There is no impact to the General Fund.

PROPOSED PROJECT BUDGET:

Proposed Capital Projects Reimbursements Appropriation
(Account No. 2301-70-76-80001) (Project No. 801 008x-2301-99)..... \$8,403,000

ESTIMATED PROJECT COSTS:

Permitting \$60,000
Plans, Specifications, and Estimate (PS&E) \$350,000
Right of Way Engineering..... \$600,000
Construction \$7,393,000
Sub-Total..... \$8,403,000

ANTICIPATED PROJECT SCHEDULE:

Receive Caltrans Authorization for Design August 2019
Complete Design..... August 2020
Receive Caltrans Authorization for Construction February 2021
Complete Construction..... February 2022

NOTIFICATION

Publication of agenda.

PREPARATION OF STAFF REPORT

Prepared By:
Henry Ngo, P.E.
Capital Projects Division Manager

Department Head Approval:
Michael L. Wolfe, P.E.
Public Works Director/City Engineer

CITY COUNCIL GOALS

Public Safety. Provide a safe and secure environment for people and property in the community, control the number and severity of fire and hazardous material incidents, and provide protection for citizens who live, work and visit the City of Moreno Valley.

Public Facilities and Capital Projects. Ensure that needed public facilities, roadway improvements, and other infrastructure improvements are constructed and maintained.

Positive Environment. Create a positive environment for the development of Moreno Valley's future.

CITY COUNCIL STRATEGIC PRIORITIES

- 1. Economic Development
- 2. Public Safety
- 3. Library
- 4. Infrastructure
- 5. Beautification, Community Engagement, and Quality of Life
- 6. Youth Programs

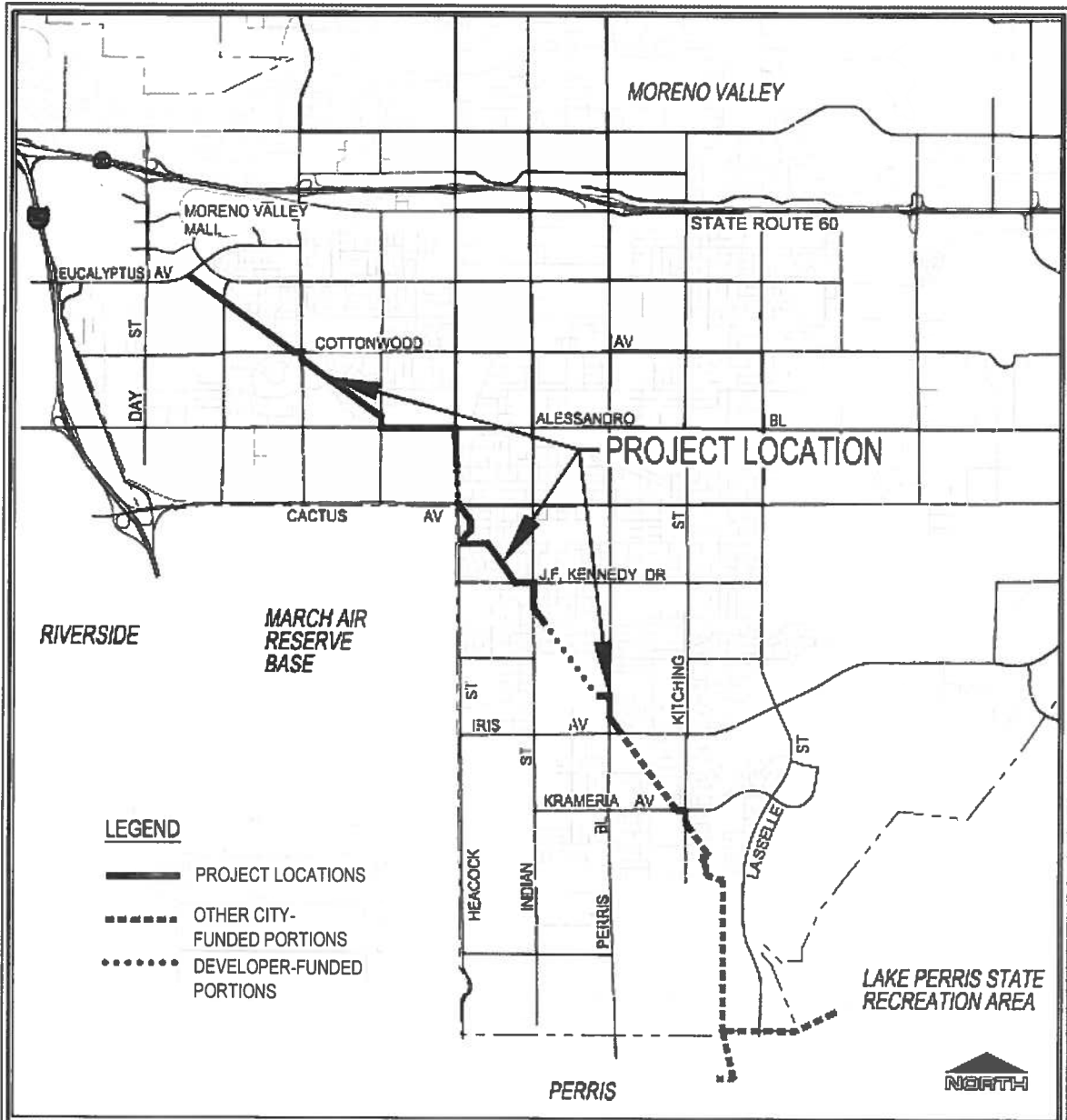
Objective 4.6: Advance the development of a well-connected and balanced citywide transportation network that serves all modes.

ATTACHMENTS

- 1. Location Map

APPROVALS

Budget Officer Approval	<u>✓ Approved</u>	4/03/19 11:29 AM
City Attorney Approval	<u>✓ Approved</u>	4/10/19 12:56 PM
City Manager Approval	<u>✓ Approved</u>	4/11/19 12:59 PM



Juan Bautista de Anza Multi-Use Trail

Public Works Department
Capital Projects Division

FROM MORENO VALLEY MALL AREA TO
LAKE PERRIS STATE RECREATION AREA

Scale: None

Attachment: Location Map (3529 : ACCEPTANCE OF CYCLE 4 ACTIVE TRANSPORTATION PROGRAM (ATP) GRANT AND FUNDING



Report to City Council

TO: Mayor and City Council

FROM: Martin Koczanowicz, City Attorney

AGENDA DATE: April 16, 2019

TITLE: CONSIDERATION OF AMENDMENT TO EMPLOYMENT AGREEMENT WITH THE CITY MANAGER

RECOMMENDED ACTION

Recommendation:

It is recommended that the City Council approve the amended Employment Agreement with the City Manager.

SUMMARY

This report recommends approval of an Amended Employment Agreement with the City Manager. The amendments include a two year term with an additional one year option and a 5% merit increase.

DISCUSSION

Following the City Manager's performance evaluation and contract negotiations, the parties agreed on amendments to the existing Employment Agreement. The City Manager was awarded a 5% merit increase and was provided with a new two-year term with an additional one year option. The attached Amended Employment Agreement reflects these terms.

ALTERNATIVES

1. Approve the Amended Employment Agreement with the City Manager.
2. Do not approve the Amended Employment Agreement and return to negotiations.

FISCAL IMPACT

The merit increase is within the approved budget.

NOTIFICATION

Agenda has been posted in accordance with the Brown Act.

PREPARATION OF STAFF REPORT

Prepared By:
Martin D. Koczanowicz
City Attorney

CITY COUNCIL GOALS

Positive Environment. Create a positive environment for the development of Moreno Valley's future.

CITY COUNCIL STRATEGIC PRIORITIES

- 1. Economic Development
- 2. Public Safety
- 3. Library
- 4. Infrastructure
- 5. Beautification, Community Engagement, and Quality of Life
- 6. Youth Programs

ATTACHMENTS

- 1. Tom DeSantis City Manager 2nd Amndmnt final - 041019

APPROVALS

Budget Officer Approval	<u>✓ Approved</u>	4/11/19 2:02 PM
City Attorney Approval	<u>✓ Approved</u>	4/11/19 12:31 PM
City Manager Approval	<u>✓ Approved</u>	4/11/19 4:49 PM

**EMPLOYMENT AGREEMENT
CITY MANAGER
Second Amendment 04.16.19**

Attachment: Tom DeSantis City Manager 2nd Amndmnt final - 041019 (3559 : CONSIDERATION OF AMENDMENT TO EMPLOYMENT

This Second Amended Employment Agreement (hereafter referred to herein as "Agreement") supersedes First Amended Employment Agreement dated April 16, 2018, and is made and entered into this 16th day of April, 2019, by and between the City of Moreno Valley, California (hereafter referred to herein as "CITY"), a California municipal corporation and general law city, and Thomas DeSANTIS (hereafter referred to herein as "DeSANTIS"), an individual, on the following terms and conditions:

RECITALS

A. The CITY, by and through the City Council, desires to employ the services of DeSANTIS as City Manager of the CITY, as provided by Chapter 2.08 of Title 2 of the City of Moreno Valley Municipal Code; and

B. DeSANTIS desires to accept employment as City Manager in consideration of and subject to the terms and conditions set forth in this Agreement.

OPERATIVE PROVISIONS

In consideration of the promises and covenants contained herein, the parties agree as follows:

1. Position, Term and Duties.

1.1 **Position.** Without any impact upon employee benefit levels in place at the time of this appointment unless otherwise affected by this Agreement, DeSANTIS accepts employment with the CITY as its City Manager and shall perform all functions, duties and services set forth in Section 1.4 [Duties] of this Agreement, Chapter 2.08 of Title 2 of the City of Moreno Valley Municipal Code, CITY ordinances, and state law. DeSANTIS shall provide services at the direction and under the supervision of the City Council of CITY.

1.2 **Term.** The term of this Agreement shall commence on April 16, 2019 (Commencement Date) and upon being executed by DeSANTIS and approved by the City Council and executed by the Mayor. Unless terminated pursuant to Section 4 below, this Agreement shall remain in effect until April 15th, 2021, with a one-year additional option subject to mutual consent of the parties to be agreed upon no later than 30 days before the expiration of the two-year term. The City Council shall hold the City Manager Evaluation/Unrepresented Employee Salary Negotiation closed session after January 1st, 2021 and prior to March 15th, 2021, at which time the parties shall discuss and decide whether or not to exercise the one-year extension option, or any other contractual arrangement for continued employment of the City Manager. Unless such option is exercised, this contract will terminate by its own terms on April 15th, 2021 and DeSANTIS' employment with the City will terminate without severance payment provided for in Section 4.2 below.

1.3 **At-Will Employment.** DeSANTIS acknowledges that he is an at-will employee of the CITY who shall serve at the pleasure of the City Council at all times during the period of his service under this Agreement. The terms and provisions of CITY's personnel rules, policies, procedures, ordinances and resolutions applicable to At Will employees shall also apply to DeSANTIS, and he shall be entitled to all benefits and rights afforded to other Executive Management (as defined in the City's Personnel Rules) of CITY, except to the extent provided by this Agreement, and, in the case of any conflict between this Agreement, and the Personnel Rules, policies, procedures, ordinances and resolution, the terms of this Agreement shall prevail. Notwithstanding the application of the City's Personnel Rules to this Agreement, and without limitation, DeSANTIS shall have no rights under sections 9, 10, 11 and 12 of the Personnel Rules. Nothing in this Agreement is intended to, or does, confer upon DeSANTIS any right to any property interest in continued employment, or any due process right to a hearing before or after a decision by the City Council to terminate his employment, except as is expressly provided in Section 4 [Termination] of this Agreement. Nothing contained in this Agreement shall in any way prevent, limit or otherwise interfere with the right of the CITY to terminate the services of DeSANTIS as provided in Section 4 [Termination]. Nothing in this Agreement shall prevent, limit or otherwise interfere with the right of DeSANTIS to resign at any time from this position with the CITY, subject only to the provisions set forth in Section 4 [Termination] of this Agreement. This at-will employment Agreement shall be expressly subject to the rights and obligations of the CITY and DeSANTIS, as set forth in Section 4 [Termination] herein.

1.4 **Duties.** DeSANTIS shall serve as the City Manager and shall be vested with the powers, duties and responsibilities of the City Manager as set forth in the City's applicable ordinances and resolutions, and in Chapter 2.08 of Title 2 of the City of Moreno Valley Municipal Code, as may be amended from time to time, the terms of which are incorporated herein by reference. It is the intent of the City Council for the City Manager to function as the head of administration of the government of the CITY under the direction and control of the City Council and be responsible for the efficient administration of all affairs of the CITY which are under the control of the City Manager and to keep the City Council apprised of all significant issues affecting the CITY. Toward that end, DeSANTIS shall report directly to the City Council and will periodically, or as may be specifically requested by the City Council, provide status reports to the City Council on his activities and those of the CITY. Without additional compensation, DeSANTIS shall provide such other services as are customary and appropriate to the position of City Manager, including serving as Executive Director of the Moreno Valley Community Services District and the Moreno Valley Housing Authority, together with such additional services assigned from time to time by the City Council as may be consistent with California law and the City of Moreno Valley Municipal Code. DeSANTIS shall devote his best efforts and full-time attention to the performance of these duties.

1.5 **Hours of Work.** DeSANTIS shall devote the time necessary to adequately perform his duties as City Manager. The work schedule shall be the same as the schedule in place for all other Executive Managers of CITY, provided the schedule of such hours provides adequate availability to the City Council, City Staff, and members of the community during normal business hours and for the performance of his duties in conducting CITY business. It is recognized that the City Manager must devote time outside of the normal work schedule on CITY business and it is understood that DeSANTIS will make himself available to conduct CITY business outside of the normal work schedule as is reasonable and necessary. The position of City Manager shall be deemed an exempt position under applicable wage and hour law. DeSANTIS hereby acknowledges that he shall not be entitled to any compensation for overtime.

1.6 **Professional Activity.** The City Council desires DeSANTIS to be reasonably active in national, statewide, regional and professional organizations that will contribute to the City Manager's professional development and standing and that will contribute to the advancement of the CITY's interests and standing. Toward that end, DeSANTIS may, upon advance notice to the City Council, undertake such activities as are directly related to his professional development and that advance the interests and standing of the CITY. These activities may include, without limitation, participation in the California League of Cities, International City Management Association, or other similar national, statewide, regional or professional organizations, provided that such activities do not in any way interfere with or adversely affect his employment as City Manager or the performance of his duties as provided herein. The CITY agrees to budget and pay for the reasonable dues and subscriptions of the City Manager necessary for his participation in such organizations. The CITY agrees to reimburse DeSANTIS' reasonable and necessary travel, business and subsistence expenses for his activities as provided for in the City's Administrative Policies.

1.7 **Other Activity.** In accordance with Government Code Section 1126, during the period of his employment, DeSANTIS shall not accept, without the express prior written consent of the City Council, any other employment or engage, directly or indirectly, in any other business, commercial, or professional activity (except as permitted under Section 1.6 [Professional Activity]), regardless of whether for pecuniary advantage, that is or may be competitive with the CITY, that might cause a conflict-of-interest with the CITY, or that otherwise might interfere with the business or operation of the CITY or the satisfactory performance of DeSANTIS' duties as City Manager.

2. **Compensation.**

2.1 **Salary.** For all services performed by DeSANTIS as the City Manager under this Agreement, effective January 1st 2019, the CITY shall pay DeSANTIS a salary of Two Hundred Eighty Seven Thousand Seven Hundred Eighteen dollars and ninety cents (\$287,718.90) per year. The salary shall be paid bi-weekly according to the payroll schedule in place for CITY employees. All compensation and leave policies applicable to Executive Management employees as contained in the CITY'S Personnel Rules and Regulations shall apply. DeSANTIS shall receive the 6% cost of living adjustment and the 3% VEBA benefit negotiated for the 2019-2021 MOU, and will not be entitled to other salary adjustments during the two-year term of the Agreement.

2.2 **Annual Leave.** All compensation and leave policies applicable to Executive Management as contained in the City's Personnel Rules and Regulations, Sections 7 and 14, shall apply. DeSANTIS shall accrue 376 hours of Annual Leave, allocated at a rate of 14.46 hours per pay period. Annual Leave shall be subject to the CITY's Personnel Rules and Regulations as they apply to other Executive Management employees, except that DeSANTIS may annually "sell back" to the CITY any part of his accrued Annual Leave, so long as such transaction does not deplete DeSANTIS' total accrued Annual Leave below 1000 hours.

2.3 **Automobile Allowance.**

A. DeSANTIS shall be entitled to an automobile allowance as compensation for the use of personal automobile(s) for CITY business as provided for in the CITY policies. This monthly allowance shall equal the amount provided to other Executive Management employees, and is currently five hundred dollars (\$500.00) per month. In addition, DeSANTIS shall be entitled to excess mileage reimbursement

according to adopted CITY policies for any qualifying trip in the course and scope of employment.

B. As provided in City Policy 6.25 (Section V), DeSANTIS is entitled to full use of a City vehicle in lieu of a monthly automobile allowance. Should DeSANTIS opt for a City vehicle, he will be responsible for all income tax liability associated with personal use.

3. **Performance Evaluation.**

3.1 The City Council shall review and evaluate DeSANTIS' performance at least once annually. Said review and evaluation shall be in accordance with specific criteria developed jointly between DeSANTIS and the City Council. Said criteria may be added to or deleted from as the City Council may determine from time to time in consultation with DeSANTIS. Further, the Mayor shall provide DeSANTIS with a summary written statement of the findings of the City Council and provide an adequate opportunity for DeSANTIS to discuss said evaluation with the entire City Council.

3.2 Annually, the City Council shall define such goals and performance objectives which they determine necessary for the proper function of the City Manager's Office and in the attainment of the City Council goals and objectives, and shall further establish a relative priority among the various goals and objectives, said goals and objectives to be reduced to writing. Any such goals or objectives shall generally be attainable within the time limitations as specified and within City Manager Department budgets.

3.3 Any increase to Salary [Section 2.1] shall be at the sole discretion of the City Council.

4. **Termination.**

4.1 This Agreement may be terminated by DeSANTIS at any time upon 45 days written notice to the City Council. If such written notice is given, the City has the option to ask DeSANTIS to leave his position sooner than the expiration of 45 days, but, if it does so, the City will continue to honor its obligations under this Agreement until expiration of the 45-day period.

4.2 The City Council may terminate DeSANTIS' employment, and this Agreement "without cause" at any time upon written notice upon affirmative vote by the majority of the members of the City Council. In the event DeSANTIS is terminated "without cause" or asked to resign during such time that DeSANTIS is willing and able to perform the Duties [Section 1.4] under this Agreement, then the CITY agrees, upon receipt of a Comprehensive General Release and Settlement Agreement in the standard form signed by DeSANTIS, to pay DeSANTIS a lump sum cash payment equal to 12 months of Salary and benefits [Section 2.1] as severance pay.

4.3 The City Council may terminate DeSANTIS' employment, and this Agreement "for cause" at any time upon written notice upon affirmative vote by majority of the members of the City Council. "For cause" is defined as any of the following:

(i) an act in bad faith and to the detriment of the City; (ii) refusal or failure to act in accordance with any specific lawful direction or order of the City Council; (iii) unfitness or unavailability for service that exceeds thirty (30) consecutive calendar days and is not the result of any excused illness or medical condition; (iv) commission of an act involving moral

turpitude or other acts which harm the reputation of or interests of the City; (v) habitual neglect of responsibilities, or incompetence; (vi) a conviction of a felony or other crime punishable by jail or imprisonment in the jurisdiction involved (or entry of a plea of guilty or nolo contendere with respect to any such crime); (vii) possession of, use of, or working while under the influence of alcoholic beverages or other non-prescribed controlled substances or abuse/misuse of lawfully prescribed controlled substances during working hours; (viii) engaging in an actual conflict of interest; (ix) commission of acts of theft, embezzlement, or fraud; (x) acceptance of bribes or extortion; or (xi) material breach of this Agreement by DeSANTIS. If this Agreement is terminated by the City Council "for cause," DeSANTIS employment shall be deemed immediately terminated and DeSANTIS shall surrender all CITY keys, computer passwords, and other CITY property entrusted to DeSANTIS for the purposes of the discharge of his duties. Upon termination for cause, DeSANTIS shall have no recourse under this AGREEMENT or any administrative procedure for purposes of challenging the termination action.

4.4 DeSANTIS shall receive a lump sum payout of any unpaid accruals of Annual Leave [Section 2.2] and Sick Leave upon termination of employment for any reason pursuant to CITY policies.

4.5 DeSANTIS shall not be entitled to any increases in Salary [Section 2.1], or benefits afforded by the CITY to other Executive Management employees following the date of termination.

4.6 DeSANTIS' employment and this Agreement shall terminate automatically upon DeSANTIS' death. In this event, the City shall pay the beneficiary designated by DeSANTIS in writing, or in the absence of such designation, DeSANTIS' estate, his accrued and unpaid compensation, and all accrued but unused benefits, if any, through the date of DeSANTIS' death.

4.7 If DeSANTIS becomes disabled and requires accommodation to permit him to perform the essential functions of the position, the City shall provide reasonable accommodation if possible and unless doing so creates undue hardship for the City.

4.8 Council may not terminate this Agreement, other than for cause, within 90 days of any council member being seated on the Council.

5. **Proprietary Information.**

"Proprietary Information" is all information and any idea pertaining to any economic development engaged in or contemplated by the City (or any CITY affiliate), including marketing plans and development projects. Proprietary Information shall include, without limitation, trade secrets (as further defined in the Uniform Trade Secrets Act, Civil Code §3426 et seq.), ideas, inventions, processes, formulae, data, know-how, software and other computer programs, copyrightable material, marketing plans, strategies, sales, financial reports, and forecasts. During his employment by the CITY, DeSANTIS shall only use Proprietary Information for the benefit of the CITY and as is or may be necessary to perform his job responsibilities under this Agreement. Following termination, DeSANTIS shall not use or disclose any Proprietary Information for the benefit of himself or any third party, except with the express written consent of the CITY. DeSANTIS' obligations under this Section shall survive the termination of his employment and the termination of this Agreement.

6. **Conflict Of Interest.**

DeSANTIS represents and warrants to the CITY that he presently has no interest, and represents that he will not acquire any interest, direct or indirect, financial or otherwise, which would conflict in any manner or interfere in any way with performance of his services under this Agreement.

7. **General Provisions.**

7.1 **Vehicle Operation.** DeSANTIS shall operate any vehicle used in connection with the performance of his duties as City Manager in a safe manner and otherwise in observance of all established traffic safety laws and ordinances and shall maintain a valid California automobile's driver's license during the period of employment. In addition, DeSANTIS shall maintain in full force and effect during the Term of this Agreement, valid automobile liability insurance providing coverage for collision, personal injury and medical reimbursement, in accordance with the City's Administrative Policy.

7.2 **Notices.** All notices, requests, demands and other communications under this Agreement shall be in writing and shall be effective upon delivery by hand or three (3) business days after deposit in the United States mail, postage prepaid, certified or registered, and addressed to the CITY at the address below, and at the last known address maintained in DeSANTIS' personnel file. DeSANTIS agrees to notify the CITY in writing of any change in his address during his employment with the CITY. Notice of change of address shall be effective only when accomplished in accordance with this Section.

City's Notice Address: City of Moreno Valley c/o City Attorney
P.O. Box 88005 14177 Frederick Street Moreno Valley, California 92552-0805

City Manager's Address: Deliver to last updated address in personnel file

7.3 **Indemnification.** Subject to, in accordance with, and to the extent provided by the California Tort Claims Act [Government Code Section 81O et seq.] the CITY will indemnify, defend, and hold DeSANTIS harmless from and against any action, demand, suit, monetary judgment or other legal or administrative proceeding, and any liability, injury, loss or other damages, arising out of any act or omission associated with DeSANTIS' performance of functions, duties and services set forth in this Agreement.

7.4 **Bonding.** The CITY shall bear the full cost of any fidelity or other bonds required of the City Manager under any law or ordinance.

7.5 **Integration.** This Agreement is intended to be the final, complete, and exclusive statement of the terms of DeSANTIS' employment by the CITY. This Agreement supersedes all other prior and contemporaneous agreements and statements, whether written or oral, express or implied, pertaining in any manner to the employment of DeSANTIS, and it may not be contradicted by evidence of any prior or contemporaneous statements or agreements. To the extent that the practices, policies, or procedures of the CITY, now or in the future, apply to DeSANTIS and are inconsistent with the terms of this Agreement, the provisions of this Agreement shall control.

7.6 **Amendments.** This Agreement may not be amended, altered or modified, except in a written document signed by DeSANTIS, approved by the City Council and signed by the Mayor.

7.7 **Waiver.** Failure to exercise any right under this Agreement shall not constitute a waiver of such right.

7.8 **Assignment.** DeSANTIS shall not assign any rights or obligations under this Agreement. The CITY may, upon prior written notice to DeSANTIS, assign its rights and obligations hereunder.

7.9 **Severability.** If a court holds any provision of this Agreement to be invalid, unenforceable, or void, the remainder of this Agreement shall remain in full force and effect.

7.10 **Governing Law.** This Agreement shall be governed by and construed in accordance with the laws of the State of California, with venue proper only in Riverside County, State of California.

7.11 **Interpretation.** This Agreement shall be construed as a whole, according to its fair meaning, and not in favor of or against any party. By way of example and not in limitation, this Agreement shall not be construed in favor of the party receiving a benefit or against the party responsible for any particular language in this Agreement. Captions are used for reference purposes only and should be ignored in the interpretation of the Agreement.

7.12 **Acknowledgment.** DeSANTIS acknowledges that he has had the opportunity to consult legal counsel in regard to this Agreement, that he has read and understands this Agreement, that he is fully aware of its legal effect, and that he has entered into it freely and voluntarily and based on his own judgment and not on any representations or promises other than those contained in this Agreement.

IN WITNESS WHEREOF, the CITY has caused this Agreement to be signed and executed on its behalf by its Mayor and duly attested to by its City Clerk, and DeSANTIS has signed and executed this Agreement, on the date set forth below.

Date:

Thomas M. DeSANTIS

Dr. Yxstian A. Gutierrez, Mayor
City of Moreno Valley

Approved as to Form:

ATTEST:

Martin D. Koczanowicz, City Attorney

Pat Jacquez-Nares, City Clerk

Attachment: Tom DeSantis City Manager 2nd Amndmnt final - 041019 (3559 : CONSIDERATION OF AMENDMENT TO EMPLOYMENT



Report to City Council

TO: Mayor and City Council Acting in its Capacity as President and Members of the Board of Directors of the Moreno Valley Community Services District (CSD)

FROM: Michael L. Wolfe, P.E., Public Works Director/City Engineer

AGENDA DATE: April 16, 2019

TITLE: ADOPT RESOLUTIONS TO INITIATE PROCEEDINGS TO LEVY ASSESSMENTS IN FISCAL YEAR 2019/20 FOR MORENO VALLEY COMMUNITY SERVICES DISTRICT LANDSCAPE MAINTENANCE DISTRICT NO. 2014-02

RECOMMENDED ACTION

Recommendations:

1. Adopt Resolution No. CSD 2019-___, a Resolution of the Moreno Valley Community Services District of the City of Moreno Valley, California, Initiating Proceedings to Levy the Fiscal Year 2019/20 Assessment against Real Property in Moreno Valley Community Services District Landscape Maintenance District No. 2014-02.
2. Adopt Resolution No. CSD 2019-___, a Resolution of the Moreno Valley Community Services District of the City of Moreno Valley, California, Approving an Engineer's Report in Connection with the 2019/20 Assessment against Real Property in Moreno Valley Community Services District Landscape Maintenance District No. 2014-02.
3. Adopt Resolution No. CSD 2019-___, a Resolution of the Moreno Valley Community Services District of the City of Moreno Valley, California, Declaring its Intention to Levy the Fiscal Year 2019/20 Assessment against Real Property in Moreno Valley Community Services District Landscape Maintenance District No. 2014-02.

SUMMARY

This report recommends adoption of three resolutions, which will initiate the annual process to continue the levy of special assessments on the fiscal year (FY) 2019/20 property tax roll for Moreno Valley Community Services District (“CSD”) Landscape Maintenance District (LMD) No. 2014-02. If adopted, the resolutions (Attachments 1, 2, and 3) will 1) initiate proceedings to levy the annual assessments, 2) approve the assessment engineer’s report for the district, and 3) declare the intent to levy assessments for FY 2019/20 and set June 4, 2019 as the date of the Public Hearing.

The proposed assessments are a continuation of the real property assessments currently levied on the property tax bills. There are no increases proposed to the assessments other than an annual inflationary adjustment, provided the property owners previously approved such adjustment. Revenue received from the assessments fund the maintenance of public landscape improvements provided by the district and are restricted for use in the zones for which they are collected.

The Finance Subcommittee was scheduled to review the proposed FY 2019/20 maximum and applied assessments at its March 26, 2019 meeting.

DISCUSSION

On May 27, 2014, the CSD adopted its Resolution CSD 2014-09, establishing LMD No. 2014-02 (“District”) (certain former CSD landscape zones). On May 12, 2015, Zone 09 was annexed into the District. LMD No. 2014-02 includes eleven benefit zones. Each zone provides a certain level of public landscape maintenance services within a defined geographical area of the City.

Property owners of parcels within the District pay a special assessment as part of their annual property tax bill to fund the cost of maintaining public landscaping within the District. Revenue from the assessments fund the cost to provide the Special Benefit, as defined in the Assessment Engineer’s Report (“Report”), to maintain the public landscaping located within the District. Funds collected for each zone are restricted and can only be used within the zone and for the purposes for which it was collected.

The level of landscape maintenance provided is based on each zone’s financial resources. At the time the City accepts an area’s public landscaping for maintenance, the assessment is set at a rate sufficient to fund the City’s standard frequency of service, Level 1 (4-week rotation). For those zones where costs to maintain the landscaping have increased and the property owners have not approved a mail ballot proceeding to increase the assessment to fund those increases, the frequency of service has been reduced to a level consistent with available funding. A brief summary of each zone and its current service level is in the table below. Maps of each zone are included in the Report (Attachment 4).

Zones	Name	Service Level ¹	Sq. Ft. of Landscaping
Zone 01	TownGate	Level 2 ²	323,609 sq. ft.
Zone 01A	Renaissance Park	Level 3	72,335 sq. ft.
Zone 02	Hidden Springs	Level 1	193,743 sq. ft. 3,674,297 sq. ft. (open space)
Zone 03	Moreno Valley Ranch West	Level 1	866,943 sq. ft.
Zone 03A	Lasselle Powerline Parkway	Level 1	53,774 sq. ft.
Zone 04	Moreno Valley Ranch East	Level 5	980,404 sq. ft.
Zone 05	Stoneridge Ranch	Level 1	98,392 sq.ft.
Zone 06	Mahogany Fields	Level 1	178,564 sq.ft
Zone 07 ³	Celebration	Level 1	44,591 sq. ft. 180,563 sq. ft. (buffer)
Zone 08	Shadow Mountain	Level 1	76,771 sq. ft.
Zone 09	Savannah	Level 1	64,456 sq. ft.

¹Service rotations: Level 1=4-week; Level 2=8-week; Level 3=12-week; Level 4=16-week; Level 5=20-week.

²Proposed to increase from Level 2 to Level 1 during FY 2019/20 provided assessment can supported contract costs.

³Some areas are under construction or in the warranty period and have not yet been assumed for maintenance.

The Landscaping and Lighting Act of 1972 (“1972 Act”) requires an annual review and evaluation of the District’s revenues and expenditures before assessments can continue to be levied on the property tax bill for the next fiscal year. The Report includes a description of the improvements within the District, the estimated maintenance costs, the method of assessment apportionment for each lot or parcel within the District boundaries, and a diagram showing the parcels within the zones that make up the District.

The Report also provides an analysis of the District’s annual financial status. It separates and apportions the cost of General Benefit, other costs funded by the General Fund, and the cost of Special Benefit to the benefiting properties.

General Fund Costs

The Report identifies a \$196,326.20 contribution from the General Fund, which is included in the City’s FY 2019/20 proposed Operating Budget.

- General Benefit Cost (\$154,052.00) – as defined in the Report, represents costs which are not allowed to be assessed to properties and therefore are apportioned to the General Fund. The General Benefit is the benefit the general public receives from the public landscape improvements in the district and is the minimum amount the community would fund (e.g., costs for weed abatement and erosion control) had the improvement not been installed.
- General Fund Maintained Area Costs (\$14,652.20) - funds the ongoing maintenance of improvements that provide no Special Benefit to the

parcels in the zone and therefore, cannot be funded by the assessments; these improvements were included in a zone at the time of the area's development (e.g., drainage area in Zone 04).

- Contribution for Non-Assessed Parcels (\$27,622.00) - funds the annual contribution for parcels that benefit from the improvements but have not been assessed because the property owner had not previously approved the rate through a mail ballot proceeding; these are, or were, typically government owned properties (e.g. Fire Station).

Special Benefit Costs

A parcel's Special Benefit cost is calculated by determining the assessment rate per equivalent benefit unit (EBU). Generally speaking, the EBU is the equivalent to one single-family residential parcel. In some zones, the EBU is further defined by densities greater or less than a single-family residential parcel (e.g., acre, condo). The Special Benefit a parcel receives from the improvements is apportioned based on its assigned EBU.

If the property owners approved an annual inflationary adjustment, the Report recommends increasing the FY 2018/19 maximum rates by an annual inflationary adjustment (Consumer Price Index or other factor approved by the property owners). Zone 04 is the only zone where the property owners have not approved an annual inflationary adjustment. The applied rate is the amount needed to fund the services of each zone, up to the maximum rate. After completing an individual analysis of each zone's current level of service, anticipated expenditures, fund balance, assigned reserve levels, and proposed capital improvement projects, the Report recommends setting the applied rates as those set forth in the Fiscal Impact section of this report.

Adoption of the proposed resolutions will 1) initiate proceedings for the annual levy of assessments for LMD No. 2014-02, 2) approve the Report, and 3) declare the intent to levy assessments on the FY 2019/20 property tax bills and set 6:00 p.m. on June 4, 2019 as the date of the Public Hearing. After the close of the June 4 Public Hearing and provided there is not a majority protest, the CSD Board can consider authorizing the recommended assessments to levy on the FY 2019/20 property tax bills of parcels within LMD No. 2014-02.

This action meets the Strategic Plan Priorities by managing and maximizing Moreno Valley's public infrastructure to ensure an excellent quality of life, develop and implement innovative, cost effective infrastructure maintenance programs, public facilities management strategies, and capital improvement programming and project delivery.

ALTERNATIVES

1. Adopt the proposed resolutions. *Staff recommends this alternative, as it will initiate the annual process to continue levying the assessments on the property tax bills to*

support the maintenance of public landscaping for FY 2019/20 and is consistent with the 1972 Act.

2. Do not adopt the proposed resolutions. *Staff does not recommend this alternative, as it may prevent the City from levying the FY 2019/20 assessments and collecting funding to support the services of the District.*
3. Do not adopt the proposed resolutions but rather continue the item to a future Council meeting. *Staff does not recommend this alternative, as it may prevent the City from meeting the County's deadline to include assessments on the FY 2019/20 property tax roll.*

FISCAL IMPACT

For FY 2019/20, the total projected expenditures for the District is \$2,698,879.83. The property assessments are projected to generate \$2,026,205.94 in revenue. Other revenue sources to the District (e.g. interest income), the use of available unassigned reserves for applicable Zones, and the General Fund are programmed to fund the difference. The City's FY 2019/20 proposed Operating Budget includes a General Fund contribution of \$196,326.20. This includes the required General Benefit Cost (\$154,052.00), General Fund Maintained Area Cost (\$14,652.20), and the General Fund Contribution for Non-Assessed Parcels (\$27,622.00). Funds received for the benefit of each zone are restricted and can only be used to fund the services of that zone. The Report's recommended rates for FY 2019/20 are listed in the table below.

Third party costs associated with the annual levy approval process and preparation of the Report for LMD No. 2014-02 are projected not to exceed \$5,500. Third party services include a consultant assessment engineer, special legal counsel, and publication of the Public Hearing legal notice. These costs are included in the City's FY 2018/19 Adopted Budget for LMD No. 2014-02 (fund 5014).

Zone	Charge Category	FY 2018/19		Proposed FY 2019/20				Total Assessment Revenue
		Max Rate	Applied Rate	Max Rate ¹	Applied Rate ²	Annual Adjustment to Max Rate ¹	Change in Applied Rate	
Zone 01	per EBU per condo Tract 34299	\$ 146.39 66.06	\$ 134.20 60.54	\$ 151.13 68.20	\$ 151.12 68.18	3.24%	\$ 16.92 7.64	\$ 329,398.54
Zone 01A	per EBU	89.64	89.64	92.54	92.54	3.24%	2.90	51,544.78
Zone 02	per EBU	461.77	431.34	476.73	476.72	3.24%	45.38	561,576.16
Zone 03	per EBU	146.39	133.06	151.13	151.12		18.06	
	per condo Tr 32142	64.85	58.96	66.95	66.94		7.98	
	per condo Tr 32143/4	62.49	56.81	64.51	64.50	3.24%	7.69	
	per condo Tr 32145	36.55	33.23	37.73	37.72		4.49	
	per condo Tr 32146	35.36	32.16	36.50	36.50		4.34	662,755.24
Zone 03A	per EBU	77.85	74.08	80.37	80.36	3.24%	6.28	37,528.12
Zone 04 ³	per EBU	110.00	110.00	110.00	110.00	0.00%	-	244,266.00
Zone 05 ⁴	per EBU	460.06	150.00	474.96	25.00	3.24%	(125.00)	8,350.00
Zone 06 ⁴	per EBU	322.14	306.50	332.57	139.14	3.24%	(167.36)	58,995.36
Zone 07 ⁴	per EBU	385.91	170.10	398.41	38.16	3.24%	(131.94)	9,997.92
Zone 08 ⁴	per EBU	339.83	314.32	350.84	79.02	3.24%	(235.30)	22,994.82
Zone 09 ^{4,5}	per EBU	696.96	374.48	719.54	258.66	3.24%	(115.82)	38,799.00
Total Projected Assessment Revenue								\$ 2,026,205.94
¹ Maximum Rate increased by property owner authorized annual inflationary adjustment (0% for Zone 04; the greater of 3.24% CPI or 3% for Zone 09; 3.24% CPI for all other zones). Based on percentage change calculated for the prior year in the Los Angeles-Long Beach-Anaheim Regional Consumer Price Index (CPI), as published by the Department of Labor's Bureau of Labor Statistics. ² Riverside County requires fixed charges (i.e. assessments) to be even numbers. ³ Does not have a property owner approved annual adjustment. ⁴ Applied rate less than maximum rate based on projected expenses and/or available funding which offsets the required assessment. ⁵ Property owners authorized an annual inflationary adjustment of the greater of CPI or 3%. EBU = Equivalent Benefit Unit								

NOTIFICATION

Posting of the agenda.

PREPARATION OF STAFF REPORT

Prepared By:
Candace E. Cassel
Special Districts Division Manager

Department Head Approval:
Michael L. Wolfe, P.E.
Public Works Director/City Engineer

CITY COUNCIL GOALS

Public Facilities and Capital Projects. Ensure that needed public facilities, roadway improvements, and other infrastructure improvements are constructed and maintained.

Positive Environment. Create a positive environment for the development of Moreno Valley's future.

Community Image, Neighborhood Pride and Cleanliness. Promote a sense of community pride and foster an excellent image about our City by developing and executing programs which will result in quality development, enhanced neighborhood preservation efforts, including home rehabilitation and neighborhood restoration.

CITY COUNCIL STRATEGIC PRIORITIES

- 1. Economic Development
- 2. Public Safety
- 3. Library
- 4. Infrastructure
- 5. Beautification, Community Engagement, and Quality of Life
- 6. Youth Programs

See the Discussion section above for details of how this action supports the City Council's Strategic Priorities.

ATTACHMENTS

- 1. Resolution Initiating Proceedings
- 2. Resolution Approving Engineer's Report
- 3. Resolution Declaring Intent
- 4. LMD 2014-02 Assessment Engineer's Report

APPROVALS

Budget Officer Approval	<u>✓ Approved</u>	3/20/19 2:48 PM
City Attorney Approval	<u>✓ Approved</u>	3/28/19 10:11 AM
City Manager Approval	<u>✓ Approved</u>	3/28/19 2:46 PM

HISTORY:

04/02/19	City Council	UNKNOWN
Next: 04/16/19		

RESOLUTION NO. CSD 2019-__

A RESOLUTION OF THE MORENO VALLEY COMMUNITY SERVICES DISTRICT OF THE CITY OF MORENO VALLEY, CALIFORNIA, INITIATING PROCEEDINGS TO LEVY THE FISCAL YEAR 2019/20 ASSESSMENTS AGAINST REAL PROPERTY IN MORENO VALLEY COMMUNITY SERVICES DISTRICT LANDSCAPE MAINTENANCE DISTRICT NO. 2014-02

WHEREAS, pursuant to Government Code Section 61122(e), the Moreno Valley Community Services District (the "CSD") is authorized to levy benefit assessments for operations and maintenance pursuant to the Landscaping and Lighting Assessment Act of 1972 (Streets & Highways Code Section 22500 *et seq.*) (the "Act"); and

WHEREAS, by its Resolution No. CSD 2014-09, adopted on May 27, 2014, the Board of Directors, pursuant to the Act, established the Moreno Valley Community Services District Landscape Maintenance District No. 2014-02 (the "Assessment District") to fund landscape maintenance services through the levy of annual assessments against real property; and

WHEREAS, the Board of Directors desires to initiate proceedings to levy assessments in connection with the Assessment District for fiscal year (FY) 2019/20.

NOW, THEREFORE, THE MORENO VALLEY COMMUNITY SERVICES DISTRICT OF THE CITY OF MORENO VALLEY, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

1. Recitals. The above recitals are all true and correct.
2. Initiation of Proceedings. Pursuant to Section 22622, the Board of Directors hereby initiates proceedings for the FY 2019/20 levy of the annual assessments in connection with the Assessment District.
3. Direction to Engineer. The City Engineer is hereby directed to prepare and file, or cause to be prepared and filed, a report pursuant to Section 22565 *et seq.* of the Act with respect to the FY 2019/20 levy in connection with the Assessment District. The improvements associated with the Assessment District are substantially the same improvements as in FY 2018/19.
4. Effective Date. This Resolution shall be effective immediately upon adoption.
5. Certification. The City Clerk shall certify to the adoption of this Resolution, and shall maintain on file as a public record this Resolution.

1
Resolution No. CSD 2019-__
Date Adopted: April 2, 2019

Attachment: Resolution Initiating Proceedings [Revision 1] (2019-44 : ADOPT RESOLUTIONS TO INITIATE PROCEEDINGS TO LEVY

APPROVED AND ADOPTED this 2nd day of April 2019.

By: _____,
Acting in the capacity of President of the
Moreno Valley Community Services District

ATTEST:

City Clerk, acting in the capacity of
Secretary of the Moreno Valley
Community Services District

APPROVED AS TO FORM:

City Attorney, acting in the capacity
of General Counsel of the Moreno
Valley Community Services District

Resolution No. CSD 2019- 2
Date Adopted: April 2, 2019

Attachment: Resolution Initiating Proceedings [Revision 1] (2019-44 : ADOPT RESOLUTIONS TO INITIATE PROCEEDINGS TO LEVY

RESOLUTION JURAT

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF MORENO VALLEY)

I, Pat Jacquez-Nares, Secretary of the Moreno Valley Community Services District, Moreno Valley, California do hereby certify that Resolution No. CSD 2019-__ was duly and regularly adopted by the Board of Directors of the Moreno Valley Community Services District at a regular meeting held on the 2nd day of April 2019, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

(Boardmembers, Vice-President and President)

SECRETARY

(SEAL)

Resolution No. CSD 2019-__³
Date Adopted: April 2, 2019

Attachment: Resolution Initiating Proceedings [Revision 1] (2019-44 : ADOPT RESOLUTIONS TO INITIATE PROCEEDINGS TO LEVY

RESOLUTION NO. CSD 2019-__

A RESOLUTION OF THE MORENO VALLEY COMMUNITY SERVICES DISTRICT OF THE CITY OF MORENO VALLEY, CALIFORNIA, APPROVING AN ENGINEER'S REPORT IN CONNECTION WITH THE FISCAL YEAR 2019/20 ASSESSMENTS AGAINST REAL PROPERTY IN MORENO VALLEY COMMUNITY SERVICES DISTRICT LANDSCAPE MAINTENANCE DISTRICT NO. 2014-02

WHEREAS, pursuant to Government Code Section 61122(e), the Moreno Valley Community Services District (the "CSD") is authorized to levy benefit assessments for operations and maintenance pursuant to the Landscaping and Lighting Assessment Act of 1972 (Streets & Highways Code Section 22500 *et seq.*) (the "Act"); and

WHEREAS, by its Resolution No. CSD 2014-09, adopted on May 27, 2014, the Board of Directors, pursuant to the Act, established the Moreno Valley Community Services District Landscape Maintenance District No. 2014-02 (the "Assessment District") to fund landscape maintenance services through the levy of annual assessments against real property; and

WHEREAS, by prior resolution, the Board of Directors initiated proceedings to levy the Fiscal Year 2019/20 assessments against real property in the Assessment District and directed the City Engineer to prepare and file, or cause to be prepared and filed, a report pursuant to Section 22565 *et seq.* of the Act with respect to said levy; and

WHEREAS, the City Engineer has designated Webb Municipal Finance, LLC as assessment engineer (the "Assessment Engineer"); and

WHEREAS, the Assessment Engineer has prepared and filed a report entitled "Annual Engineer's Report Fiscal Year 2019/20, Moreno Valley Community Services District Landscape Maintenance District No. 2014-02" (the "Report"), which is on file in the Office of the Secretary of the CSD (the Office of the City Clerk of the City of Moreno Valley), is available for public inspection, and is incorporated herein by reference; and

WHEREAS, the Board of Directors now desires to approve the Report.

NOW, THEREFORE, THE MORENO VALLEY COMMUNITY SERVICES DISTRICT OF THE CITY OF MORENO VALLEY, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

1. Recitals. The above recitals are all true and correct and incorporated herein by this reference.
2. Approval of Report. The Board of Directors hereby approves the Report as filed.

1
Resolution No. CSD 2019-__
Date Adopted: April 2, 2019

3. Capital Improvement Project. In accordance with Streets and Highways Code Section 22660(a), the City Council has determined that the estimated cost of certain proposed improvements, described in Section 22525, subdivisions (a) through (d), are greater than can conveniently be raised from a single assessment and, as a result, shall be collected in installments over a period not to exceed five fiscal years and held in a reserve account, as noted in the Engineer's Report. General descriptions of these improvements for all zones in the District, as well as the estimated costs thereof, the number of annual installments and years during which they are to be collected, and the maximum amount of each annual installment, are described in the attached Capital Improvement Projects, included herein as Exhibit A and incorporated into this Resolution by this reference and in the Report.
4. Provision of Services. Nothing in the description of services or any Resolution of the CSD Board shall be construed as committing the CSD to provide all of the proposed services. The provision of services shall be subject to the availability of sufficient funding through the collection of assessment revenue within each zone of the Assessment District.
5. Severability. If any provision of this Resolution or the application of any such provision is held invalid, such invalidity shall not affect other provisions or applications of this Resolution that can be given effect without the invalid provision or application, and to this end the provisions of this Resolution are severable and that the Board of Directors declares that it would have adopted this Resolution irrespective of the invalidity of any particular portion of this Resolution.
6. Effective Date. This Resolution shall be effective immediately upon adoption.
7. Certification. The City Clerk shall certify to the adoption of this Resolution, and shall maintain on file as a public record this Resolution.

2
Resolution No. CSD 2019-__
Date Adopted: April 2, 2019

APPROVED AND ADOPTED this 2nd day of April 2019.

By:
Acting in the capacity of President of the
Moreno Valley Community Services District

ATTEST:

City Clerk, acting in the capacity of
Secretary of the Moreno Valley
Community Services District

APPROVED AS TO FORM:

City Attorney, acting in the capacity
of General Counsel of the Moreno
Valley Community Services District

Resolution No. CSD 2019-3
Date Adopted: April 2, 2019

Attachment: Resolution Approving Engineer's Report [Revision 1] (2019-44 : ADOPT RESOLUTIONS TO INITIATE PROCEEDINGS TO LEVY

Exhibit A
Capital Improvement Projects

Projects	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24										
	Zone 01					Zone 02					Zone 03					Zone 03A					Zone 05					Zone 06					Zone 07					Zone 08				
Backflow Cage Upgrades	X	X									X	X									X	X				X	X				X	X				X	X			
Irrigation/Smart Controller Installations											X	X																												
Lighting Upgrades											X	X																												
Day St/Centerpointe Median Renovations	X	X																																						
Median Renovations												X	X																											
Parkway Renovations							X	X							X																									
Stamped concrete on Nason (southern-most median)																						X																		

Resolution No. CSD 2019-4
Date Adopted: April 2, 2019

RESOLUTION JURAT

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF MORENO VALLEY)

I, Pat Jacquez-Nares, Secretary of the Moreno Valley Community Services District, Moreno Valley, California do hereby certify that Resolution No. CSD 2019-__ was duly and regularly adopted by the Board of Directors of the Moreno Valley Community Services District at a regular meeting held on the 2nd day of April 2019, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

(Boardmembers, Vice-President and President)

SECRETARY

(SEAL)

Resolution No. CSD 2019-⁵_____
Date Adopted: April 2, 2019

Attachment: Resolution Approving Engineer's Report [Revision 1] (2019-44 : ADOPT RESOLUTIONS TO INITIATE PROCEEDINGS TO LEVY

RESOLUTION NO. CSD 2019-__

A RESOLUTION OF THE MORENO VALLEY COMMUNITY SERVICES DISTRICT OF THE CITY OF MORENO VALLEY, CALIFORNIA, DECLARING ITS INTENTION TO LEVY THE FISCAL YEAR 2019/20 ASSESSMENTS AGAINST REAL PROPERTY IN MORENO VALLEY COMMUNITY SERVICES DISTRICT LANDSCAPE MAINTENANCE DISTRICT NO. 2014-02

WHEREAS, pursuant to Government Code Section 61122(e), the Moreno Valley Community Services District (the "CSD") is authorized to levy benefit assessments for operations and maintenance pursuant to the Landscaping and Lighting Assessment Act of 1972 (Streets & Highways Code Section 22500 *et seq.*) (the "Act"); and

WHEREAS, by its Resolution No. CSD 2014-09, adopted on May 27, 2014, the Board of Directors, pursuant to the Act, established the Moreno Valley Community Services District Landscape Maintenance District No. 2014-02 (the "Assessment District") to fund landscape maintenance services through the levy of annual assessments against real property; and

WHEREAS, by prior resolution, the Board of Directors initiated proceedings to levy the fiscal year (FY) 2019/20 assessment against real property in the Assessment District and directed the City Engineer to prepare and file, or cause to be prepared and filed, a report pursuant to Section 22565 *et seq.* of the Act with respect to said levy; and

WHEREAS, the City Engineer has designated Webb Municipal Finance, LLC as assessment engineer (the "Assessment Engineer"); and

WHEREAS, the Assessment Engineer has prepared and filed a report entitled "Annual Engineer's Report Fiscal Year 2019/20, Moreno Valley Community Services District Landscape Maintenance District No. 2014-02" (the "Report"), which is on file in the Office of the Secretary of the CSD (the Office of the City Clerk of the City of Moreno Valley), is available for public inspection, and is incorporated herein by reference; and

WHEREAS, by prior resolution, the Board of Directors approved the Report as filed; and

WHEREAS, the Board of Directors desires to declare its intention to levy the FY 2019/20 assessments as described in the Report.

NOW, THEREFORE, THE MORENO VALLEY COMMUNITY SERVICES DISTRICT OF THE CITY OF MORENO VALLEY, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

1. Recitals. The above recitals are all true and correct.
2. Declaration of Intent. The Board of Directors hereby declares its intention to levy and collect the FY 2019/20 assessments in connection with the Assessment District.
3. Name of Assessment District. The Assessment District is designated "Moreno Valley Community Services District Landscape Maintenance District No. 2014-02."
4. Boundaries of the Assessment District. The Assessment District includes territory within the CSD that has been included within the Boundaries of the Assessment District.
5. Description of Improvements. The Assessment District will fund the maintenance of landscape improvements to the extent funding is available.
6. Reference to Report. Reference is made to the Report for a full and detailed description of (i) the landscape improvements to be maintained in connection with the Assessment District; (ii) the boundaries of the Assessment District and the zones therein; and (iii) the proposed assessments upon assessable lots and parcels of land within the Assessment District. The Report describes, among other things, each affected parcel of real property and the amount of the assessment for each such affected parcel for FY 2019/20.
7. Public Hearing. On June 4, 2019 at 6:00 p.m. or as soon thereafter as practical, in the City Council Chamber located at 14177 Frederick Street, Moreno Valley, California 92553, the Board of Directors shall hold a full and fair public hearing on the question of the levy of the proposed assessments for FY 2019/20 (the "Hearing"). At the Hearing, the Board of Directors will also hear and consider any objections or protests to the Report.
8. Notice. Notice of the Hearing shall be given in the manner set forth in Section 22626(a) of the Act.
9. Protest. Pursuant to Section 22628 of the Act, any interested person may, prior to the conclusion of the Hearing, file a written protest with the Secretary of the CSD (the City Clerk of the City of Moreno Valley) or, having previously filed a protest, may file a written withdrawal of that protest. A written protest shall state all grounds of objection. A protest by a property owner shall contain a description sufficient to identify the property owned by the property owner.
10. No Increase. Aside from the implementation of previously adopted annual

inflation adjustments, as described in the Report, the assessment rates are not proposed to increase from the rates levied in FY 2018/19.

- 11. Severability. If any provision of this Resolution or the application of any such provision is held invalid, such invalidity shall not affect other provisions or applications of this Resolution that can be given effect without the invalid provision or application, and to this end the provisions of this Resolution are severable and that the Board of Directors declares that it would have adopted this Resolution irrespective of the invalidity of any particular portion of this Resolution.
- 12. Effective Date. This Resolution shall be effective immediately upon adoption.
- 13. Certification. The City Clerk shall certify to the adoption of this Resolution, and shall maintain on file as a public record this Resolution.

APPROVED AND ADOPTED this 2nd day of April 2019.

 By:
 Acting in the capacity of President of the
 Moreno Valley Community Services District

ATTEST:

 City Clerk, acting in the capacity of
 Secretary of the Moreno Valley
 Community Services District

APPROVED AS TO FORM:

 City Attorney, acting in the capacity
 of General Counsel of the Moreno
 Valley Community Services District

3
 Resolution No. CSD 2019-____
 Date Adopted: April 2, 2019

Attachment: Resolution Declaring Intent [Revision 2] (2019-44 : ADOPT RESOLUTIONS TO INITIATE PROCEEDINGS TO LEVY ASSESSMENTS

RESOLUTION JURAT

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF MORENO VALLEY)

I, Pat Jacquez-Nares, Secretary of the Moreno Valley Community Services District, Moreno Valley, California do hereby certify that Resolution No. CSD 2019-___ was duly and regularly adopted by the Board of Directors of the Moreno Valley Community Services District at a regular meeting held on the 2nd day of April 2019, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

(Boardmembers, Vice-President and President)

SECRETARY

(SEAL)

4
Resolution No. CSD 2019-___
Date Adopted: April 2, 2019

Attachment: Resolution Declaring Intent [Revision 2] (2019-44 : ADOPT RESOLUTIONS TO INITIATE PROCEEDINGS TO LEVY ASSESSMENTS

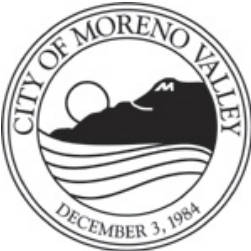


Annual Engineer's Report

Fiscal Year 2019/20

Moreno Valley Community Services District Landscape Maintenance District No. 2014-02

Prepared For



May 2019



Attachment: LMD 2014-02 Assessment Engineer's Report (2019-44 : ADOPT RESOLUTIONS TO INITIATE PROCEEDINGS TO LEVY

ENGINEER’S REPORT
FOR THE ANNUAL LEVY
FOR FY 2019/20

MORENO VALLEY COMMUNITY SERVICES DISTRICT

COUNTY OF RIVERSIDE

STATE OF CALIFORNIA

LANDSCAPE MAINTENANCE DISTRICT NO. 2014-02

Approved by the Board of Directors of the Moreno Valley Community Services District
on the _____ day of _____, 2019.

Secretary of the Board of Directors

Attachment: LMD 2014-02 Assessment Engineer's Report (2019-44 : ADOPT RESOLUTIONS TO INITIATE PROCEEDINGS TO LEVY

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AGENCY: MORENO VALLEY COMMUNITY SERVICES DISTRICT,
RIVERSIDE COUNTY, CALIFORNIA

PROJECT: ANNUAL ENGINEER'S REPORT

DISTRICT: LANDSCAPE MAINTENANCE DISTRICT NO. 2014-02

TO: THE MORENO VALLEY COMMUNITY SERVICES DISTRICT BOARD OF DIRECTORS

I, Matthew E. Webb, a Professional Civil Engineer (employed by Albert A. Webb Associates and retained through an agreement between Webb Municipal Finance, LLC and my employer), acting on behalf of the Moreno Valley Community Services District (CSD), pursuant to the Landscaping and Lighting Act of 1972 (California Streets and Highways Code Section 22500 et seq.) (the "1972 Act"), do hereby submit the following:

Each fiscal year, an Engineer's Report ("Report") is prepared and presented to the CSD Board of Directors (the "Board") describing the CSD Landscape Maintenance District No. 2014-02 (the "District"), any changes to the District or improvements, an estimate of the costs of the maintenance, operations, and servicing of the improvements, and the proposed budget and assessments for that fiscal year.

This is the detailed Report for Fiscal Year (FY) 2019/20 regarding the District and the proposed assessments to be levied on the properties therein to provide ongoing funding for the costs and expenses required to service and maintain landscaping improvements associated with and resulting from development of properties within the District, in accordance with the proportional special benefits the properties receive from the improvements. The CSD requested Webb Municipal Finance, LLC to prepare and file the Report for the referenced fiscal year.

A public hearing is held each year before the Board to allow the public an opportunity to hear and be heard regarding the District. Following consideration of all public comments and written protests at the noticed public hearing, and review of the Report, the Board may order amendments to the Report or confirm the Report as submitted. Following final approval of the Report, and confirmation of the assessments, the Board shall order the levy and collection of assessments for FY 2019/20. In such case, the levy information will be submitted to the Riverside County Auditor/Controller and included as assessments on the property tax roll for the various services provided in FY 2019/20.

In November 1996, the voters of California adopted Proposition 218 (the "Right to Vote on Taxes Act"), which has been codified as Articles XIII C and XIII D of the California Constitution. If, in any year, the proposed annual assessments for the District exceed the maximum assessments previously approved in a Proposition 218 proceeding (or grandfathered under Proposition 218), such an assessment would be considered a new or increased assessment and be confirmed through a mailed property owner protest ballot proceeding before that new or increased assessment could be imposed.

This Report and the information contained herein reflect the proposed budget for each of the various services provided by the District and the rates and assessments applicable to those services as they existed at the time of the passage of the Resolution of Intention. Reference is hereby made to the Riverside County Assessor's maps for a detailed description of the lines and dimensions of APNs within the District. The undersigned respectfully submits the enclosed Report as directed by the Board of Directors of the Moreno Valley Community Services District. Please note that Albert A. Webb Associates provides engineering advice and related consulting services. Albert A. Webb Associates is not a registered municipal advisor and does not participate in municipal advisory activities, and nothing in this Engineer's Report is, or should be interpreted to be, municipal advisory services or advice.

Executed this _____ day of _____ 2019.

ALBERT A. WEBB ASSOCIATES



MATTHEW E. WEBB
PROFESSIONAL CIVIL ENGINEER NO. 37385
ENGINEER OF WORK
ON BEHALF OF THE CITY OF MORENO VALLEY AND
THE MORENO VALLEY COMMUNITY SERVICES DISTRICT
STATE OF CALIFORNIA

Final approval, confirmation and levy of the annual assessments and all matters in the Engineer's Report were made on the _____ day of _____ 2019, by adoption of Resolution No. _____ by the Board of Directors.

CITY CLERK
CITY OF MORENO VALLEY
STATE OF CALIFORNIA

A copy of the Preliminary Assessment Roll and Engineer's Annual Levy Report were filed in the office of the City Clerk on the _____ day of _____ 2019.

CITY CLERK
CITY OF MORENO VALLEY
STATE OF CALIFORNIA

Attachment: LMD 2014-02 Assessment Engineer's Report (2019-44 : ADOPT RESOLUTIONS TO INITIATE PROCEEDINGS TO LEVY

INTRODUCTION

The CSD was established pursuant to the Community Services District Law (California Government Code Section 61000 et seq.) ("CSD Law") in 1984 at the time of the incorporation of the City of Moreno Valley (the "City"). The CSD is a dependent special district of the City, and the Moreno Valley City Council serves as the Board of Directors of the CSD. The boundaries of the CSD are the same as those of the City.

Prior to the City's incorporation, the territory that would become the City of Moreno Valley was an unincorporated territory of Riverside County. The County had created County Service Areas (CSAs) to fund and provide certain enhanced services in this territory. The CSD was created so that responsibility for these funding mechanisms (and services) within the territory of the City could be transitioned from CSAs governed by the Riverside County Board of Supervisors to a CSD governed by the Moreno Valley City Council.

The CSD is comprised of a number of Zones, each of which provides a specific set of services within a defined portion of the City. Zone E of the CSD was established in 1987 to fund landscape maintenance services in certain geographical and development areas of the City. Zone E was comprised of a number of subzones (i.e. Zone E-1, Zone E-3A, etc.), each of which funded specific landscape improvements associated with the subdivision (or parts of subdivisions) that comprised the zones.

With the passage of Proposition 218, a number of substantive and procedural requirements were placed on taxes, assessments, and property-related fees imposed by local governments in California. Although referred by the CSD as "charges", the charges imposed by Zone E of the CSD were categorized under Proposition 218 as real-property assessments.

Subsequent to the adoption of Proposition 218, the CSD conducted mail ballot protest proceedings pursuant to Article XIII D, Section 4(e) of the Constitution with respect to the CSD charges. These proceedings included base rates and an automatic annual inflation adjustment. Proceedings were successfully completed, without majority protest, for each of the Zones with the exception of former CSD Zone E-4 (now designated as Benefit Zone 04). The assessments identified in this Report reflect the charges and the automatic annual inflation adjustments approved in connection with those mail ballot protest proceedings.

The assessment established for Zone 04 exclusively funds street landscaping and predates Proposition 218. Therefore, pursuant to Article XIII D, Section 5 of the Constitution the existing Zone 04 assessment is not required to be approved at a mail ballot proceeding so long as the rate of the assessment/charge is not increased.¹

In May 2014, the Moreno Valley Community Services District, formed Landscape Maintenance District No. 2014-02 ("District"), pursuant to the Landscaping and Lighting Act of 1972 (California Streets and Highways Code Section 22500 et seq.) (the "1972 Act"), replacing the previous CSD Zones E-1, E-1A, E-2, E-3, E-3A, E-4, E-4A, E-12, E-14, E-15, and E-16. Parcels that had been charged an annual CSD Zone E charge for landscape maintenance services are now instead assessed an annual real property assessment for those services as part of Landscape Maintenance District No. 2014-02. This transition did not increase the amount paid annually by any property owner and did not change the nature or extent of the landscape maintenance services provided. The assessments levied in connection with this assessment district in every way serve as a continuation of the charges levied in connection with CSD Zone E for the ongoing maintenance, servicing, and operation of local landscaping improvements previously established and maintained in CSD Zones E-1, E-1A, E-2, E-3, E-3A, E-4, E-4A, E-12, E-14, E-15, and E-16.

¹ CSD Zone E-4 was annexed to the CSD in FY 1988/89 prior to Proposition 218 and the charge per single family residential property was originally established at \$182.00, with non-residential properties being charged four times that amount per acre. Subsequently, that \$182.00 rate was reduced over the next several years to \$110.00. The \$110.00 rate was in effect at the time Proposition 218 was enacted. Pursuant to the exemption provisions of Proposition 218, the \$110.00 rate was grandfathered as the Zone charge in FY 1997/98. In June 2016, the CSD proposed a rate increase for the Zone. The increase was protested by property owners and did not become effective.

Landscape Maintenance District No. 2014-02 was initially comprised of ten (10) benefit zones, corresponding to eleven subzones of Zone E of the CSD, but with CSD Zones E-4 and E-4A merged into a single benefit Zone 04.

On May 12, 2015 a new benefit Zone 09 was annexed to Landscape Maintenance District No. 2014-02, bringing the total number of benefit zones to eleven (11).

The improvements, the method of apportionment, and special benefit assessments described in this Report are based on the improvements and development of properties within the District and represent an estimate of the direct expenditures and incidental expenses that will be necessary to maintain, service, and operate such improvements for FY 2019/20. The improvements installed in connection with the development of properties within the District and to be maintained as described herein, are based on the development plans and specifications for the properties and developments within the District and by reference these plans and specifications are made part of this Report.

The word “parcel,” for the purposes of this Report, refers to an individual property assigned its own Assessor’s Parcel Number (APN) by the Riverside County Assessor’s Office. The Riverside County Auditor/Controller uses APNs and a dedicated fund number established for the District to identify properties to be assessed on the tax roll and the allocation of the funds collected.

This Report consists of five (5) Sections:

- SECTION 1 PLANS AND SPECIFICATIONS:** Provides a description of the District boundaries and the improvements associated with the District. The District has eleven zones of benefit (“Zones”), which are described in more detail in this Section as well as in Section II (Method of Apportionment). A diagram showing the exterior boundaries of the CSD, of the District, and the Zones established within the District, is attached and incorporated herein in Section IV (District Diagrams). The plans for the landscape improvements (if available), including the City’s standard specifications are on file with the Public Works Department. The location of the improvements for each zone can be found by using the Moreno Valley Map Viewer located on the City’s website.
- SECTION 2 METHOD OF APPORTIONMENT:** Provides a discussion of the general and special benefits associated with the overall local landscaping improvements provided within the District (Proposition 218 Benefit Analysis). This Section also includes a determination of the proportional costs of the special benefits and a separation of costs considered to be of general benefit (and therefore not assessed). This Section also outlines the method of calculating each property’s proportional special benefit and annual assessment utilizing a weighted benefit apportionment.
- SECTION 3 ESTIMATE OF IMPROVEMENT COSTS:** Provides an estimate of the annual funding required for the maintenance, servicing, and operation of landscape improvements within the District and specifically the costs associated with the improvements determined to be of special benefit to parcels within the District. The budget identifies an estimate of anticipated annual expenses to service, maintain, and operate existing landscape improvements within the District for FY 2019/20 including, but not limited to, servicing of those improvements and related facilities, utility costs, and related incidental expenses authorized by the 1972 Act. The budget also identifies the maximum and proposed assessment rates for each Zone of the District and the associated assessment range formula (inflationary adjust) as applicable.
- SECTION 4 DISTRICT DIAGRAMS:** Diagrams showing the boundaries of the Zones, which collectively represent the boundaries of the District, are provided in this Report and these diagrams identify all parcels that receive special benefits from the improvements. Reference is hereby made to the Riverside County Assessor’s maps for a detailed description of the lines and dimensions of each lot and parcel of land within the District.
- SECTION 5 ASSESSMENT ROLL:** A listing of the proposed assessment amount for each parcel within the District. The proposed assessment amount for each parcel is based on the parcel’s calculated proportional special benefit as outlined in the method of apportionment and proposed assessment rates established in the District Budget. These assessment amounts represent the assessments proposed to be levied and collected on the County Tax Rolls for FY 2019/20.

1. Plans and Specifications

DESCRIPTION OF THE DISTRICT

The territory within this District consists of all lots and APNs of land that receive special benefits from the landscape improvements maintained and funded by the District assessments. The boundaries of the District consist of Benefit Zones, each of which is associated with a set of landscape improvements. Each APN within the District is assigned to each Zone that funds landscape maintenance services that specially benefit the APN. Two Zones (Zone 01A and 03A) are comprised solely of a subset of the APNs in a larger Zone (Zones 01 and 03, respectively). Thus, all APNs in Zone 01A are also a part of Zone 01 and all APNs in Zone 03A are also a part of Zone 03. These overlapping zones exist because, for example, the landscaping improvements associated with Zone 01 provides special benefit to each APN in Zone 01 (including Zone 01A APNs) but the landscaping improvements associated with Zone 01A provides special benefit to only the Zone 01A APNs.

These eleven (11) Zones within the District and the benefits associated with the properties therein are described in more detail in Section 2 (Method of Apportionment) of this Report. In addition, the District Diagrams found in Section 4 of this Report provide visual representations of the District showing the boundaries of the Zones and the improvement areas being maintained.

DISTRICT FACILITIES AND IMPROVEMENTS

The landscape improvements maintained for each Zone are local landscaping improvements that were installed in connection with the development of the APNs comprising each respective Zone. These landscape improvements are an integral part of the subdivisions and development for which they were installed, creating a green amenity and aesthetically pleasing enhancement to the APNs served by the landscaping. In most cases, the landscaping improvements were a condition of development of the APNs in the Zone, and the properties within the Zone could not have been developed if the landscaping were not included. Improvements for each Zone are either located within the subdivision or along the entry path to the residential subdivisions or non-residential developments.

Collectively within the eleven (11) Zones, there is approximately 2,953,582 square feet of parkway and median landscaped area, 3,854,860 square feet of open space, and 9,582 trees to be maintained and funded in part by the District assessments. The District Diagrams found in Section 4 of this Report provide visual representations of the District, showing the boundaries of the Zones and the general location of the improvement areas being maintained. Detailed plans identifying the location and extent of the District's landscape improvements and maps of those Zones and improvement areas are on file in the Public Works Department, Special Districts Division, and by reference these plans and maps are made part of this Report.

The maintenance, operation, and servicing of the District's landscape improvements include the furnishing of labor, materials, equipment, and utilities for the ordinary and usual maintenance, operation, and servicing of the landscape areas within the public right-of-ways, easements dedicated to the City, or on city-owned property.

The various landscape improvements associated with each Zone include combinations of landscape amenities such as turf ground cover, plants, shrubs, trees, and associated appurtenant facilities including, but not limited to, irrigation and drainage systems, various types of groundcover, stamped concrete, electrical and lighting, and entry monuments that may be maintained in whole or in part as part of the landscape improvements depending on available funding.

The following is a brief description and summary of the landscaped areas associated with each Zone included in the District. A visual depiction of the location and extent of the landscape improvement areas and Zone boundaries are provided on the District Diagrams provided in Section 4 of this Report.

1. Plans and Specifications

ZONES

Local Landscaping Zone 01 (TownGate)

The properties within Zone 01 receive special benefits from landscaped parkways and medians within the TownGate area, which is bordered by Day Street on the west, Cottonwood Avenue, Dracaea Avenue, and Eucalyptus Avenue on the south, Elsworth Street and Frederick Street on the east, and State Highway 60 on the north. The Zone improvements are currently maintained at Level 2 service (8-week rotation); the City anticipates increasing the service to Level 1 (4-week rotation), provided funding supports contract costs. The overall improvements include approximately 323,609 square feet of landscaped area and 1,045 trees.

Local Landscaping Zone 01A (Renaissance Park)

The properties within Zone 01A receive special benefits from landscaped parkways and medians within the TownGate area along with other APNs in Zone 01, but in addition, receive special benefits from parkway landscaping and entry medians on the internal neighborhood streets (Dracaea Avenue and Arbor Park Lane) that connect the various residential developments in this area. The Renaissance Park area is bordered by Day Street on the west, Cottonwood Avenue on the south, Elsworth Street on the east, and Eucalyptus Avenue on the north. The Zone improvements are currently maintained at Level 3 service (12-week rotation) due to funding. The overall improvements include approximately 72,335 square feet of landscaped area and 201 trees.

Local Landscaping Zone 02 (Hidden Springs)

The properties within Zone 02 receive special benefits from parkway landscaping along Hidden Springs Drive, an entry median on Hidden Springs Drive at Pigeon Pass Road, and the west side of Pigeon Pass Road bordering the Hidden Springs community, as well as maintenance of open space areas throughout the community. The Zone parkway improvements are currently maintained at Level 1 service (4-week rotation). The open space improvements are maintained on a monthly rotation. The overall improvements include approximately 193,743 square feet of landscaped area, 3,674,297 square feet of open space area, and 3,179 trees.

Local Landscaping Zone 03 (Moreno Valley Ranch - West)

The properties within Zone 03 receive special benefits from parkway and median landscaping generally surrounding the Moreno Valley Ranch area, bordered by Kitching Street on the west, Gentian Avenue and Casa Encantador Road on the north, and generally the City boundary to the east and south. The Zone improvements are currently maintained at Level 1 service (4-week rotation). The overall improvements include approximately 866,943 square feet of landscaped area and 2,382 trees.

Local Landscaping Zone 03A (Lasselle Powerline Parkway)

The properties within Zone 03A receive special benefits from landscaped parkways and medians within the Moreno Valley Ranch - West area along with other APNs in Zone 03, but in addition, receive special benefits from parkway landscaping on the internal neighborhood streets along portions of Withers Way, Via Xavier, Cremello Way, Cavalcade Drive, and Kentucky Derby Drive. The Zone improvements are currently maintained at Level 1 service (4-week rotation) due to funding. The overall improvements include approximately 53,774 square feet of landscaped area and 89 trees.

Local Landscaping Zone 04 (Moreno Valley Ranch - East)

The properties within Zone 04 receive special benefits from parkway and median landscaping generally surrounding the developments bordered by Hammett Court, Oliver Street, and Moreno Beach Drive to the west,

1. Plans and Specifications

Iris Avenue, John F. Kennedy Drive, and Cactus Avenue to the north, and generally the City boundary to the southeast. The improvements include approximately 980,404 square feet of landscaped area and 1,710 trees.

Because assessments in the Zone have been capped at the FY 1996/97 rate, the CSD has not been able to provide the level of service in this Zone that is provided in other Zones. The Zone improvements are currently maintained at Level 5 service (20-week rotation) due to funding.

Local Landscaping Zone 05 (Stoneridge Ranch)

The properties within Zone 05 receive special benefits from parkway and median landscaping generally surrounding the Stoneridge Ranch residential neighborhood, bordered by Nason Street on the west, Dracaea Avenue on the south, Eucalyptus Avenue on the east and Fir Avenue on the north. The Zone improvements are currently maintained at Level 1 service (4-week rotation). The overall improvements include approximately 98,392 square feet of landscaped area and 202 trees.

Local Landscaping Zone 06 (Mahogany Fields)

The properties within Zone 06 receive special benefits from parkway and median landscaping generally located within the Mahogany Fields community, bordered on the south by Alessandro Boulevard, by Cottonwood Avenue on the north, and Darwin Drive on the west. The Zone improvements are currently maintained at Level 1 service (4-week rotation). The overall improvements include approximately 178,564 square feet of landscaped area and 345 trees.

Local Landscaping Zone 07 (Celebration)

The properties within Zone 07 receive special benefits from parkway and median landscaping generally located within the Celebration community along Nason Street, Cactus Avenue, and Oliver Street. The Zone improvements are currently maintained at Level 1 service (4-week rotation). For FY 2019/20, the CSD anticipates incurring expenses to maintain buffer landscaping located on the slopes of a flood control at the southeast corner of Zone 07. These improvements were included in the budget for Zone 07 at the time it last went to property owner assessment balloting. The CSD anticipates accepting the improvements for ongoing maintenance in FY 2019/20. The overall improvements include approximately 44,591 square feet of landscaped area, 180,563 square feet of open space area (flood control channel slopes), and 119 trees.

Local Landscaping Zone 08 (Shadow Mountain)

The properties within Zone 08 receive special benefits from parkway and median landscaping generally surrounding the Shadow Mountain residential neighborhood, bordered by Pigeon Pass Road on the west, Sunnymead Ranch Parkway on the south, Presidio Hills on the east, and Lawless Road on the north. The Zone improvements are currently maintained at Level 1 service (4-week rotation). The overall improvements include approximately 76,771 square feet of landscaped area and 172 trees.

Local Landscaping Zone 09 (Savannah)

The properties within Zone 09 receive special benefits from parkway landscaping generally surrounding the Savannah residential neighborhood, bordered by Morrison Street on the west, Eucalyptus Avenue on the south, Fir Avenue on the north, and the tract boundary to the east. The landscape improvements associated with Zone 09 were accepted for ongoing maintenance by the CSD in late FY 2017/18. The Zone improvements are currently maintained at Level 1 service (4-week rotation). The overall improvements include approximately 64,456 square feet of landscaped area and 138 trees.

2. Method of Apportionment

The 1972 Act permits the establishment of assessment districts by agencies for the purpose of providing certain public improvements, including the acquisition, construction, installation, and servicing of street Landscaping improvements and related facilities. The 1972 Act requires that the cost of these improvements be levied according to benefit.

Section 22573 defines the net amount to be assessed as follows:

"The net amount to be assessed upon lands within an assessment district may be apportioned by any formula or method which fairly distributes the net amount among all assessable lots or parcels in proportion to the estimated benefits to be received by each such lot or parcel from the improvements."

Section 22574 provides for zones as follows:

"The diagram and assessment may classify various areas within an assessment district into different zones where, by reason of variations in the nature, location, and extent of the improvements, the various areas will receive differing degrees of benefit from the improvements. A zone shall consist of all territory which will receive substantially the same degree of benefit from the improvements."

The formulas used for calculating assessments and the designation of zones herein reflect the composition of APNs within the District and the improvements and activities to be provided and have been designed to fairly apportion the cost of providing those improvements based on a determination of the proportional special benefits to each APN, consistent with the requirements of the 1972 Act and the provisions of Proposition 218 and Article XIII D of the California Constitution.

PROPOSITION 218 BENEFIT ANALYSIS

The costs of the proposed improvements for FY 2019/20 have been identified and allocated to properties within the District based on special benefit. The improvements provided by this District and for which properties are assessed are local public landscape improvements and related amenities that were installed in connection with the development of the properties or would otherwise be required for the development of properties within each respective Zone of the District. The assessments and method of apportionment is based on the premise that these improvements would otherwise not have been required without the development of those APNs within the District.

Article XIII D Section 2(d) defines District as follows:

"District" means an area determined by an agency to contain all parcels which will receive a special benefit from a proposed public improvement or property-related service.

Article XIII D Section 2(i) defines Special Benefit as follows:

"Special benefit" means a particular and distinct benefit over and above general benefits conferred on real property located in the district or to the public at large. General enhancement of property value does not constitute "special benefit."

Article XIII D Section 4(a) defines proportional special benefit assessments as follows:

An agency which proposes to levy an assessment shall identify all parcels which will have a special benefit conferred upon them and upon which an assessment will be imposed. The proportionate special benefit derived by each identified parcel shall be determined in relationship to the entirety of the capital cost of a public improvement, the maintenance and operation expenses of a public improvement, or the cost of the property related service being provided. No assessment shall be imposed on any parcel which exceeds the reasonable cost of the proportional special benefit conferred on that parcel.

2. Method of Apportionment

BENEFIT ANALYSIS

Special Benefit

The ongoing maintenance of local public landscaped areas within the District provides aesthetic benefits to the properties within each respective Zone and provides a more pleasant environment to walk, drive, live, and work. The primary function of these landscape improvements and related amenities is to serve as an aesthetically pleasing enhancement and green space for the benefit of the immediately surrounding developments for which the improvements were constructed and installed. These improvements are an integral part of the physical environment of parcels in associated Zones, and if the improvements were not properly maintained, it is these parcels that would be aesthetically burdened. In addition, the street landscaping in these Zones serve as both a physical buffer as well as a sound reduction or buffer between the roadways and the properties in the District and the open spaces, where applicable, provide a physical buffer and openness between properties. Furthermore, open spaces serve as an extension of the recreational features of parcels, such as their front or rear yards, and entry landscaping serves as a pleasant aesthetic amenity that improves the approach to the parcels. As a result, the maintenance of these landscaped improvements is a particular and distinct benefit to the properties and developments within each Zone.

General Benefit

In reviewing the location and extent of the specific landscaped areas and improvements to be funded by District assessments and the proximity and relationship to properties to be assessed, it is evident these improvements are local improvements that were installed in connection with the development of properties in each respective Zone or are improvements that would otherwise be shared by and required for the future development of properties in those Zones. It is also evident that the aesthetic maintenance of these improvements and the enhanced level of maintenance provided only has a direct and particular impact on those properties (special benefit) and such maintenance beyond that which is required to ensure the safety and protection of the general public and property in general, has no identifiable benefit to the public at large or properties outside each respective Zone.

In the absence of a special funding Zone, the City would typically provide only weed abatement and erosion control services for landscaped areas. These services would typically be provided twice annually. This level of service provides for public safety and avoids negative impacts on adjacent roadways and vehicles traveling on those roadways but results in a far less visually pleasing environment than is created with the enhanced levels of services associated with the District. The cost to provide the baseline level of service is approximately \$0.0224202 per square foot per servicing for streetscape areas and \$0.0112101 per square foot per servicing for open space areas that require maintenance. Utilizing these per square foot costs, the square footages of the improvement areas, and the number of servicing in each Zone, the following table summarizes the current estimated general benefit costs calculated for each District Zone:

2. Method of Apportionment

Table 2-1
FY 2019/20 Estimated General Benefit Costs

Zone	General Benefit Costs ¹
Zone 01	\$14,511
Zone 01A	\$3,244
Zone 02	\$29,283
Zone 03	\$38,875
Zone 03A	\$2,412
Zone 04	\$43,962
Zone 05	\$4,412
Zone 06	\$8,007
Zone 07	\$3,012
Zone 08	\$3,443
Zone 09	\$2,891
Total Estimated General Benefit Costs	\$154,052

General Fund Maintained Areas

The following improvements are excluded from assessment funding and instead funded from other sources. Areas which require a General Fund Maintained Area contribution are re-evaluated annually to reflect estimated cost. These particular improvement areas are identified on the District Diagrams provided in Section 4 of this Report as "General Fund Maintained" improvements and include the improvements in the following Zones:

Zone 04

The 31,000 square feet of planter area and eight trees in the drainage area south of Iris Avenue and west of Turnberry Street previously included in CSD Zone E-4A (Daybreak) is maintained and funded by other general fund revenues and not included in the assessments for Zone 04. (See "General Fund Maintained Greenbelt Drainage Area" in Diagram 4-6 on page 23.) These improvements constitute all the landscaped areas previously in CSD Zone E-4A.

Zone 07

The 2,230 square feet of parkway planter area on the east side of Nason Street north of Damascus Road that was previously included in CSD Zone E-15 (Celebration), is maintained and funded by other general fund revenues and not included in the assessments for Zone 07. (See "General Fund Maintained Parkway" in Diagram 4-9 on page 26.)

¹ The General Benefit Costs presented in the table above are reflected in the budgets for each Zone. As with most landscape maintenance costs, these General Benefit Costs are subject to an annual CPI increase and as such the General Benefit Cost contributions are adjusted annually for inflation.

2. Method of Apportionment

ASSESSMENT METHODOLOGY

The method of apportionment for this District calculates the receipt of special benefit from the respective improvements based on the land use of the APNs.

Equivalent Benefit Unit Application

To proportionally allocate special benefit to each APN, it is necessary to correlate each property's proportional benefit to other properties that benefit from the improvements and services being funded. In order to do this, the assessment methodology assigns each APN a number of Equivalent Benefit Units (EBUs) based on its land use as of March 1, preceding the fiscal year addressed herein. One EBU is defined as the special benefit allocable to a single-family home (basic EBU). In each case, an APN is only allocated EBUs if the landscaping serving the Zone has been accepted by the City or will be accepted by the City during the upcoming fiscal year.

Single-Family Residential: This land use is defined as a fully subdivided single-family residential home site with or without a structure. As previously noted, the single-family residential APN has been selected as the basic EBU for calculation of assessments and each single-family residential home site is assigned 1.0 Equivalent Benefit Unit (1.0 EBU per lot or APN).

Condominium Residential: This land use is defined as a fully subdivided condominium residential unit assigned its own APN by the County. EBUs are assigned to these APNs by multiplying the overall acreage of the condominium development by 4 (the typical number of single-family homes in an acre of typical development), and then dividing the result by the number of condominium units/APNs in the development.

Multi-Family Residential and Mobile Home Park: This land use classification identifies properties that are used for residential purposes and contain more than one residential unit. The proportional special benefit and EBU for these APNs is based on acreage, at 4.0 EBUs per acre.

Developed Non-Residential: This classification includes developed properties including parking lots that are identified or zoned for commercial, industrial, or other non-residential use including offices, hotels, recreational facilities (excluding parks), and institutional facilities including, hospitals, churches or facilities utilized by other non-profit organizations, whether those facilities are publicly owned (non-taxable) or privately owned. Like Multi-Family Residential and Mobile Home Park properties, the proportional special benefit and EBU for these APNs is based on acreage, at 4.0 EBUs per acre.

Planned Residential Development: This land use is defined as a property that is currently considered vacant or undeveloped land, but for which the number of residential lots to be developed on the property is known or has been approved. These properties benefit from the existing Zone improvements but may as part of their development install additional landscape improvements to be maintained either solely by the development or as part of the District improvements depending on the location and extent of those improvements. The proportional special benefit and EBU for these APNs is based on the planned residential units for the APN, at 0.50 EBU per planned unit (50% of the basic EBU unit for a single-family residential APN).

Undeveloped/Vacant Property: This land use is defined as an APN that is currently considered vacant or undeveloped land that can be developed, but for which the use and/or development of the property has not been fully determined. These APNs are assigned a proportional EBU that is based on 50% of the proportional benefit established for a developed property in the District. The proportional special benefit and EBU for these APNs is based on acreage, at 2.0 EBUs per acre.

2. Method of Apportionment

Special Case Property: In some Zones there may be one or more properties that the standard land use classifications identified above do not accurately identify the use and special benefit received from the improvements and/or it has been determined that the property receives special benefit but has not been previously assessed for various reasons. Properties that are typically classified as Special Case properties usually involve some type of development or land restrictions whether those restrictions are temporary or permanent and affect the properties proportional special benefit. Examples of such restrictions may include situations where only a small percentage of the APN's total acreage can actually be developed. In such a case, the net usable acreage of the APN rather than the gross acreage of the APN may be applied to calculate the APN's proportional special benefit. In addition, in certain Zones there are a few APNs that have been identified as properties that receive special benefit from the Zone improvements, but likely because of their ownership or tax status (government or non-profit owned properties) these APNs were not previously levied the annual assessment. The proportional special benefit and proposed assessment for each of these APNs is calculated along with all other properties in the Zone, but rather than ballot these properties for a new or increased assessment at this time, the agency will make an off-setting contribution to the Zone that is equal to the assessment amount these Non-Assessed APNs would otherwise have been assessed.

Exempt: This classification means any lot or parcel that is considered to not specially benefit directly from improvements. This classification includes, but is not limited to, areas of public streets, private streets, and other roadways; and public easements or right-of-ways including landscaped parkways or easements; and utility right-of-ways or easements such as irrigation or drainage ditches, channels or basins, and flood plains. These types of parcels (similar to the improvements) are typically the result of property development rather than the direct cause of development and have little or no need for the improvements. These types of properties may or may not be assigned an APN by the County.

Also, exempt from assessment are parcels that are identified as common areas (properties for which the surrounding residential parcels have a shared interest); bifurcated lots; small parcels vacated by the County or similar sliver parcels that cannot be developed independent of an adjacent parcel. These types of parcels are generally not separately assessed because they are functionally a part of another parcel that is assessed for its own benefit and the benefit of the associated parcel. Based on the improvements maintained in this District it has been determined that public schools, public parks, golf courses, and open space areas provide landscape amenities that are available to the public or are similar in nature to the improvements of a Zone and any benefit these properties may derive from the Zone improvements are more than off-set by the public benefit they provide to properties in the Zone.

3. Estimate of Costs

CALCULATION OF ASSESSMENTS

An assessment amount per EBU is calculated by:

Taking the "Total Annual Expenses" (total budgeted costs) and subtracting the proportional "General Benefit Costs" which establishes the "Total Special Benefit Costs";

Total Amount Budgeted - General Benefit Costs ¹ = Total Special Benefit Costs

To the resulting "Total Special Benefit Costs", various "Other Available Funding" adjustments are applied. For further information please reference line items in the budget on the following page under "Other Available Funding."

These adjustments to the Total Special Benefit Costs result in the "Net Special Benefit Assessment";

Total Special Benefit Costs +/- Other Available Funding = Net Special Benefit Assessment

The amount identified as the "Net Special Benefit Assessment" is divided by the Total EBUs of APNs to be Assessed ² to establish the "Assessment Rate" or "Assessment per EBU" for the fiscal year. The Assessment Rate is then applied to each APN's individual EBU to calculate the APN's proportionate special benefit and assessment obligation for the improvements.

Net Special Benefit Assessment / Total EBUs (to be Assessed) = Assessment per EBU

¹ Plus, where applicable, General Fund-maintained Area Costs.

² "Total EBUs of APNs to be Assessed" is the total EBUs in the District less the total EBUs of non-assessed parcels.

3. Estimate of Costs

DISTRICT BUDGET

The following budgets outline the estimated costs to maintain the improvements and the anticipated expenditures for each Zone for FY 2019/20.

3. Estimate of Costs

Table 3-1
FY 2019/20 Budget

	Zone 01	Zone 01A	Zone 02	Zone 03
Annual Operating Expenses				
Operations & Maintenance ("O&M")	\$226,255.00	\$33,965.00	\$465,015.00	\$463,155.00
Utilities	\$87,200.00	\$29,670.00	\$132,230.00	\$121,720.00
Total O&M Expenses	\$313,455.00	\$63,635.00	\$597,245.00	\$584,875.00
Capital Improvement Project (CIP) and Rehabilitation ¹				
Planned CIP & Rehabilitation Expenditures	\$100,000.00	\$0.00	\$0.00	\$165,000.00
CIP & Rehabilitation Fund Collections	\$24,035.06	\$0.00	\$41,583.40	\$39,248.15
Incidental/Administrative Expenses				
District Administration	\$19,563.00	\$4,662.00	\$40,477.00	\$46,706.00
County Fees	\$580.00	\$400.00	\$560.00	\$2,180.00
Miscellaneous Administrative Expenses	\$1,100.00	\$266.00	\$2,254.00	\$2,610.00
Total Incidental/Administrative Expenses	\$21,243.00	\$5,328.00	\$43,291.00	\$51,496.00
Contribution to Reserves	\$0.00	\$0.00	\$0.00	\$49,418.29
Total Annual Expenses	\$358,733.06	\$68,963.00	\$682,119.40	\$725,037.44
Special Benefit Costs				
General Benefit Costs	(\$14,511.00)	(\$3,244.00)	(\$29,283.00)	(\$38,875.00)
General Fund Maintained Area Costs	\$0.00	\$0.00	\$0.00	\$0.00
Total Special Benefit Costs	\$344,222.06	\$65,719.00	\$652,836.40	\$686,162.44
Other Available Funding				
Use of Reserves ²	(\$5,667.92)	(\$13,574.22)	(\$86,660.24)	\$0.00
Interest Income & Unrealized Gains/Losses	(\$2,400.00)	(\$600.00)	(\$4,600.00)	(\$5,200.00)
Reimbursement Agreements	(\$6,000.00)	\$0.00	\$0.00	\$0.00
Total Contributions/Adjustments	(\$14,067.92)	(\$14,174.22)	(\$91,260.24)	(\$5,200.00)
Net Special Benefit Assessment	\$330,154.14	\$51,544.78	\$561,576.16	\$680,962.44
District Statistics				
Total Parcels	1,186	557	1,151	4,513
Total Assessed Parcels ³	1,185	557	1,151	4,509
Total EBUs	2,184.72575	557.00000	1,178.00000	4,506.17291
Proposed Assessment per EBU	\$151.12	\$92.54	\$476.72	\$151.12
Maximum Assessment per EBU	\$151.13	\$92.54	\$476.73	\$151.13
EBU of Non-Assessed Parcels	5.00000	n/a	n/a	120.48200
Contribution for Non-Assessed Parcels ⁴	(\$755.60)	n/a	n/a	(\$18,207.20)
Net Balance to Levy	\$329,398.54	\$51,544.78	\$561,576.16	\$662,755.24
Reserve Fund/Fund Balance				
Estimated Beginning Fund Balance as of July 1, 2019	\$496,152.26	\$103,898.66	\$966,727.30	\$976,110.24
Levy and Other Funding Sources	\$338,554.14	\$52,144.78	\$566,176.16	\$686,162.44
Expenditures less General Benefit Costs	(\$344,222.06)	(\$65,719.00)	(\$652,836.40)	(\$686,162.44)
2019/20 Planned CIP & Rehabilitation Expenditures	(\$100,000.00)	\$0.00	\$0.00	(\$165,000.00)
Estimated Ending Fund Balance as of June 30, 2020	\$390,484.34	\$90,324.44	\$880,067.06	\$811,110.24

¹ See Appendix A for planned long-term Capital Improvement Projects and Rehabilitations included in the FY 2019/20 Budget.

² Use of Reserves to fund services beyond levy amount.

³ "Total Assessed Parcels" is the total number of APNs in the District less the total number of non-assessed parcels.

⁴ Agency contribution for parcels that benefit but have not historically been assessed (typically government-owned properties).

3. Estimate of Costs

Table 3-2
FY 2019/20 Budget

	Zone 03A	Zone 04	Zone 05	Zone 06
Annual Operating Expenses				
Operations & Maintenance	\$26,860.00	\$224,866.00	\$64,544.00	\$99,086.00
Utilities	\$6,960.00	\$48,340.00	\$32,270.00	\$39,720.00
Total O&M Expenses	\$33,820.00	\$273,206.00	\$96,814.00	\$138,806.00
Capital Improvement Project (CIP) and Rehabilitation ¹				
Planned CIP & Rehabilitation Expenditures	\$0.00	\$0.00	\$3,000.00	\$9,000.00
CIP & Rehabilitation Fund Collections	\$26,534.93	\$0.00	\$0.00	\$0.00
Incidental/Administrative Expenses				
District Administration	\$3,698.00	\$42,024.00	\$4,553.00	\$7,499.00
County Fees	\$350.00	\$1,000.00	\$170.00	\$210.00
Miscellaneous Administrative Expenses	\$209.00	\$3,265.00	\$255.00	\$406.00
Total Incidental/Administrative Expenses	\$4,257.00	\$46,289.00	\$4,978.00	\$8,115.00
Contribution to Reserves	\$0.00	\$0.00	\$0.00	\$0.00
Total Annual Expenses	\$64,611.93	\$319,495.00	\$101,792.00	\$146,921.00
Special Benefit Costs				
General Benefit Costs	(\$2,412.00)	(\$43,962.00)	(\$4,412.00)	(\$8,007.00)
General Fund Maintained Area Costs	\$0.00	(\$14,125.52)	\$0.00	\$0.00
Total Special Benefit Costs	\$62,199.93	\$261,407.48	\$97,380.00	\$138,914.00
Other Available Funding				
Use of Reserves ²	(\$24,271.81)	(\$6,682.28)	(\$86,830.00)	(\$78,118.64)
Interest Income & Unrealized Gains/Losses	(\$400.00)	(\$1,800.00)	(\$2,200.00)	(\$1,800.00)
Reimbursement Agreements	\$0.00	\$0.00	\$0.00	\$0.00
Total Contributions/Adjustments	(\$24,671.81)	(\$8,482.28)	(\$89,030.00)	(\$79,918.64)
Net Special Benefit Assessment	\$37,528.12	\$252,925.20	\$8,350.00	\$58,995.36
District Statistics				
Total Parcels	467	2,087	334	424
Total Assessed Parcels ³	467	2,074	334	424
Total EBUs	467.00000	2,299.32000	334.00000	424.00000
Proposed Assessment per EBU	\$80.36	\$110.00	\$25.00	\$139.14
Maximum Assessment per EBU	\$80.37	\$110.00	\$474.96	\$332.57
EBU of Non-Assessed Parcels	n/a	78.72000	n/a	n/a
Contribution for Non-Assessed Parcels ⁴	n/a	(\$8,659.20)	n/a	n/a
Net Balance to Levy	\$37,528.12	\$244,266.00	\$8,350.00	\$58,995.36
Reserve Fund/Fund Balance				
Estimated Beginning Fund Balance as of July 1, 2019	\$91,123.50	\$530,863.39	\$343,395.85	\$349,281.86
Levy and Other Funding Sources	\$37,928.12	\$254,725.20	\$10,550.00	\$60,795.36
Expenditures less General Benefit Costs	(\$62,199.93)	(\$261,407.48)	(\$97,380.00)	(\$138,914.00)
2019/20 Planned CIP & Rehabilitation Expenditures	\$0.00	\$0.00	(\$3,000.00)	(\$9,000.00)
Estimated Ending Fund Balance as of June 30, 2020	\$66,851.69	\$524,181.11	\$253,565.85	\$262,163.22

¹ See Appendix A for planned long-term Capital Improvement Projects and Rehabilitations included in the FY 2019/20 Budget.

² Use of Reserves to fund services beyond levy amount.

³ "Total Assessed Parcels" is the total number of APNs in the District less the total number of non-assessed parcels.

⁴ Agency contribution for parcels that benefit but have not historically been assessed (typically government-owned properties).

3. Estimate of Costs

Table 3-3
FY 2019/20 Budget

	Zone 07	Zone 08	Zone 09	Total
Annual Operating Expenses				
Operations & Maintenance	\$68,824.00	\$70,140.00	\$28,094.00	\$1,770,804.00
Utilities	\$7,160.00	\$20,560.00	\$25,140.00	\$550,970.00
Total O&M Expenses	\$75,984.00	\$90,700.00	\$53,234.00	\$2,321,774.00
Capital Improvement Project (CIP) and Rehabilitation ¹				
Planned CIP & Rehabilitation Expenditures	\$3,000.00	\$8,000.00	\$0.00	\$288,000.00
CIP & Rehabilitation Fund Collections	\$0.00	\$0.00	\$0.00	\$131,401.54
Incidental/Administrative Expenses				
District Administration	\$3,982.00	\$3,679.00	\$2,696.00	\$179,539.00
County Fees	\$130.00	\$150.00	\$80.00	\$5,810.00
Miscellaneous Administrative Expenses	\$221.00	\$209.00	\$142.00	\$10,937.00
Total Incidental/Administrative Expenses	\$4,333.00	\$4,038.00	\$2,918.00	\$196,286.00
Contribution to Reserves	\$0.00	\$0.00	\$0.00	\$49,418.29
Total Annual Expenses	\$80,317.00	\$94,738.00	\$56,152.00	\$2,698,879.83
General Benefit Costs	(\$3,012.00)	(\$3,443.00)	(\$2,891.00)	(\$154,052.00)
General Fund Maintained Area Costs	(\$526.68)	\$0.00	\$0.00	(\$14,652.20)
Total Special Benefit Costs	\$76,778.32	\$91,295.00	\$53,261.00	\$2,530,175.63
Other Available Funding				
Use of Reserves ²	(\$63,480.40)	(\$67,000.18)	(\$14,062.00)	(\$446,347.69)
Interest Income & Unrealized Gains/Losses	(\$3,300.00)	(\$1,300.00)	(\$400.00)	(\$24,000.00)
Reimbursement Agreements	\$0.00	\$0.00	\$0.00	(\$6,000.00)
Total Contributions/Adjustments	(\$66,780.40)	(\$68,300.18)	(\$14,462.00)	(\$476,347.69)
Net Special Benefit Assessment	\$9,997.92	\$22,994.82	\$38,799.00	\$2,053,827.94
District Statistics				
Total Parcels	262	291	150	11,422
Total Assessed Parcels ³	262	291	150	11,404
Total EBUs	262.00000	291.00000	150.00000	12,653.21866
Proposed Assessment per EBU	\$38.16	\$79.02	\$258.66	
Maximum Assessment per EBU	\$398.41	\$350.84	\$719.54	
EBU of Non-Assessed Parcels	n/a	n/a	n/a	204.2020
Contribution for Non-Assessed Parcels ⁴	n/a	n/a	n/a	(\$27,622.00)
Net Balance to Levy	\$9,997.92	\$22,994.82	\$38,799.00	\$2,026,205.94
Reserve Fund/Fund Balance				
Estimated Beginning Fund Balance as of July 1, 2019	\$581,388.10	\$253,044.16	\$94,594.16	\$4,786,579.48
Levy and Other Funding Sources	\$13,297.92	\$24,294.82	\$39,199.00	\$2,083,827.94
Expenditures less General Benefit Costs	(\$76,778.32)	(\$91,295.00)	(\$53,261.00)	(\$2,530,175.63)
2019/20 Planned CIP & Rehabilitation Expenditures	(\$3,000.00)	(\$8,000.00)	\$0.00	(\$288,000.00)
Estimated Ending Fund Balance as of June 30, 2020	\$514,907.70	\$178,043.98	\$80,532.16	\$4,052,231.79

¹ See Appendix A for planned long-term Capital Improvement Projects and Rehabilitations included in the FY 2019/20 Budget.

² Use of Reserves to fund services beyond levy amount.

³ "Total Assessed Parcels" is the total number of APNs in the District less the total number of non-assessed parcels.

⁴ Agency contribution for parcels that benefit but have not historically been assessed (typically government-owned properties).

3. Estimate of Costs

ASSESSMENT RATES

The following shows the assessment rates applicable to each Zone for FY 2019/20 based on the budget and the method of apportionment presented above.

Table 3-4
FY 2019/20 Proposed Assessment Rates

Zone	Maximum Assessment Rate per EBU ¹	Applied Rate per EBU
Zone 01	\$151.13	\$151.12
Zone 01 Condo	\$68.20	\$68.18
Zone 01A	\$92.54	\$92.54
Zone 02	\$476.73	\$476.72
Zone 03	\$151.13	\$151.12
Zone 03 Condo 32142	\$66.95	\$66.94
Zone 03 Condo 32143 & 32144	\$64.51	\$64.50
Zone 03 Condo 32145	\$37.73	\$37.72
Zone 03 Condo 32146	\$36.50	\$36.50
Zone 03A	\$80.37	\$80.36
Zone 04	\$110.00	\$110.00
Zone 05	\$474.96	\$25.00
Zone 06	\$332.57	\$139.14
Zone 07	\$398.41	\$38.16
Zone 08	\$350.84	\$79.02
Zone 09	\$719.54	\$258.66

ANNUAL INFLATIONARY ADJUSTMENT (ASSESSMENT RANGE FORMULA)

Zone 01 through Zone 03A and Zone 05 through Zone 08

The Maximum Assessment per EBU (Assessment Rate) established for the improvements in the previous fiscal year may be adjusted by the percentage change calculated for the previous calendar year in the Los Angeles-Long Beach-Anaheim Consumer Price Index (CPI) ², as published by the Department of Labor's Bureau of Labor Statistics.

The "All Urban Consumers" Index for Los Angeles-Long Beach-Anaheim Region is used to calculate the annual inflation adjustment. The inflation adjustment from December 2017 to December 2018 is 3.24%.

Zone 04

The Maximum Assessment Rate per EBU does not include an annual inflation adjustment.

¹ The Maximum Assessment Rate per EBU for all Zones (except Zone 04) includes an inflationary adjustment that was approved by the property owners as part of the balloted assessment proceeding.

² In January 2018, the Bureau of Labor Statistics introduced a new geographic area sample for the Consumer Price Index (CPI). Riverside, CA, which was previously included in the Los Angeles-Riverside-Orange County, CA MSA (Metropolitan Statistical Area), will now be included in a separate CBSA (Core Based Statistical Area) and will be considered a new index named Riverside-San Bernardino-Ontario, starting at 100.000. The Los Angeles-Riverside-Orange County, CA index was renamed "Los Angeles-Long Beach-Anaheim". Because the CPI approved by the property owners was the Los Angeles-Riverside-Orange County index, and it was renamed and not eliminated, CSD General Counsel determined the District would continue to use the Los Angeles-Long Beach-Anaheim index.

3. Estimate of Costs

Zone 09

Each fiscal year the Maximum Assessment Rate per EBU will be automatically adjusted by the percentage change in the CPI for All Urban Consumers for the Los Angeles-Long Beach-Anaheim Region as published by the Department of Labor's Bureau of Labor Statistics or three percent (3%), whichever is greater.

Each year, the Board of Directors will consider whether the assessment needs to be levied at the adjusted maximum rate; and the Board may levy it at some lower rate or choose not to implement an automatic rate adjustment.

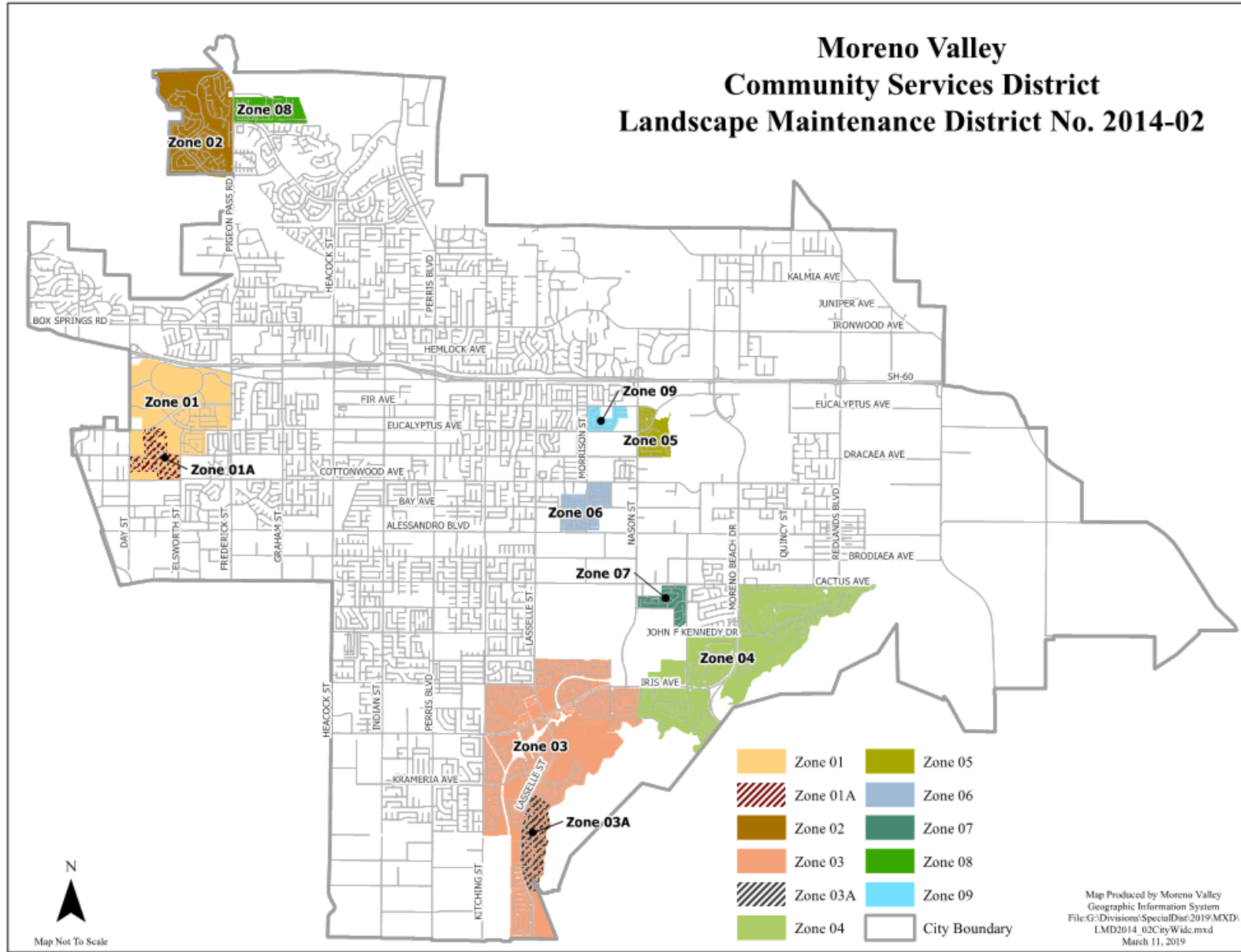
4. District Diagrams

DISTRICT DIAGRAMS

The following pages provide boundary diagrams for each Zone within the District, as well as a general depiction of the location of the improvements as identified at the time this Report was prepared. Detailed maps of the full extent and location of the improvement areas are on file with the Public Works Department, Special Districts Division. The combination of these map and the Assessment Roll referenced by this Report constitute the Assessment Diagrams for the District.

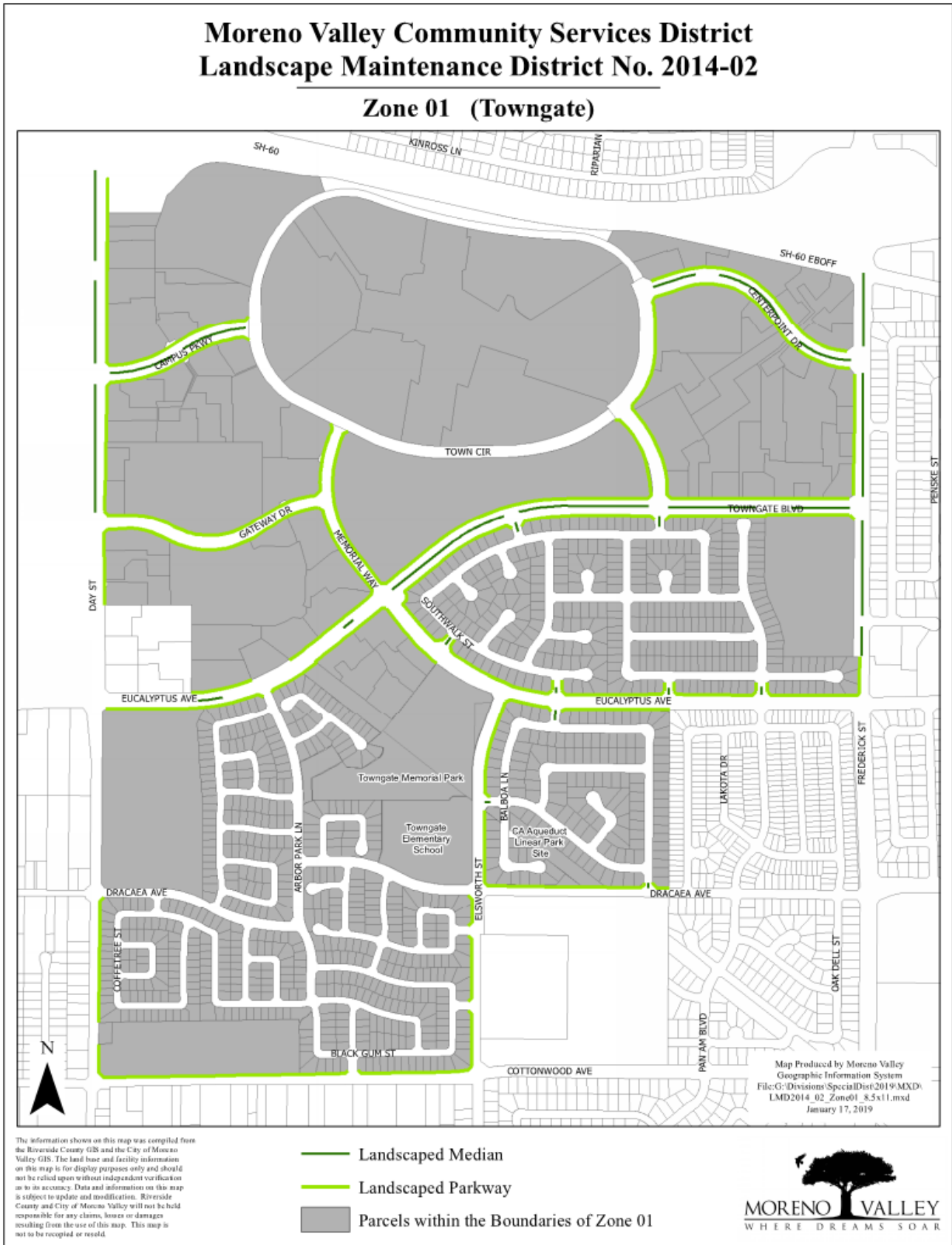
4. District Diagrams

Diagram 4-1



4. District Diagrams

Diagram 4-2



Attachment: LMD 2014-02 Assessment Engineer's Report (2019-44 : ADOPT RESOLUTIONS TO INITIATE PROCEEDINGS TO LEVY

4. District Diagrams

Diagram 4-3



Attachment: LMD 2014-02 Assessment Engineer's Report (2019-44 : ADOPT RESOLUTIONS TO INITIATE PROCEEDINGS TO LEVY

4. District Diagrams

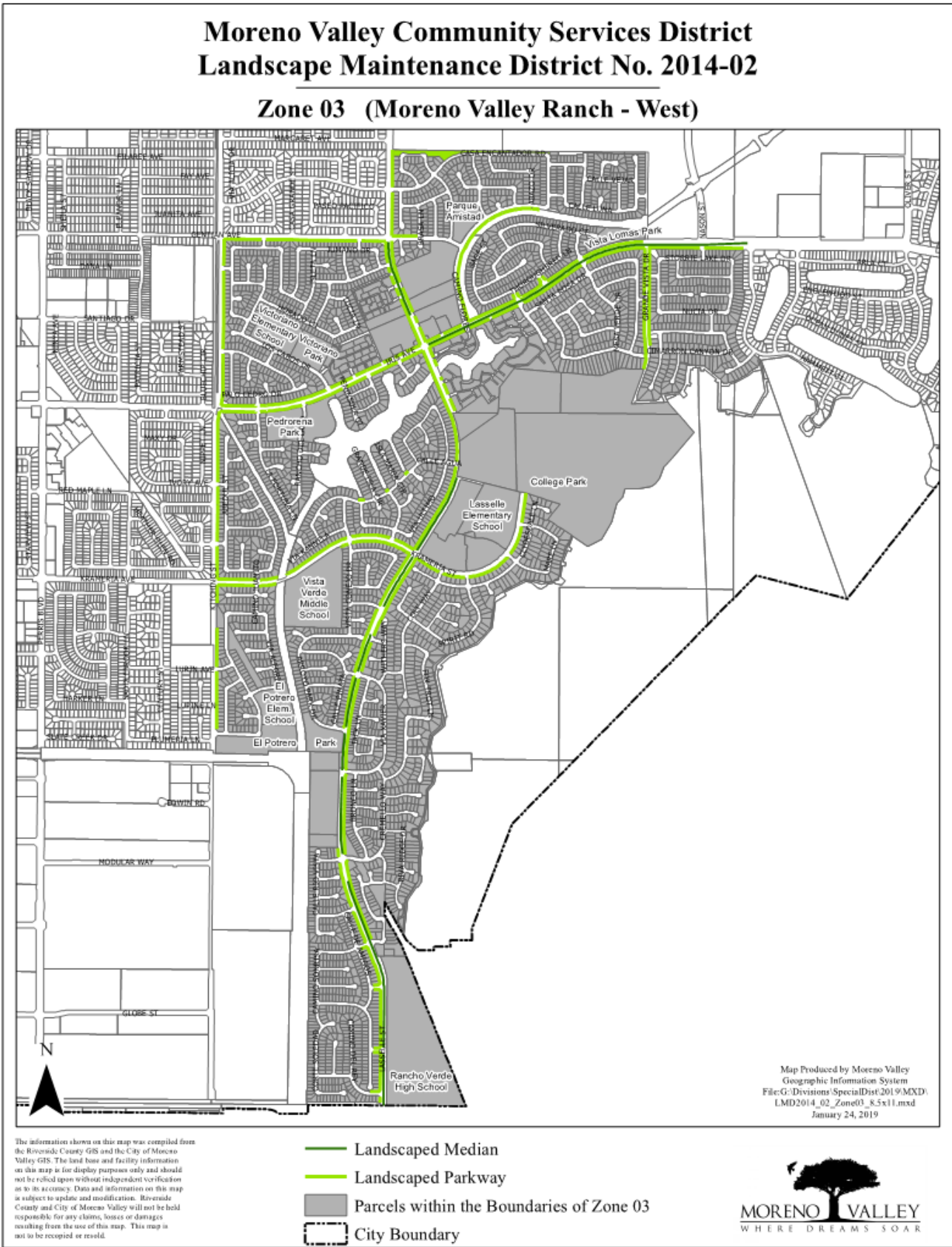
Diagram 4-4



Attachment: LMD 2014-02 Assessment Engineer's Report (2019-44) : ADOPT RESOLUTIONS TO INITIATE PROCEEDINGS TO LEVY

4. District Diagrams

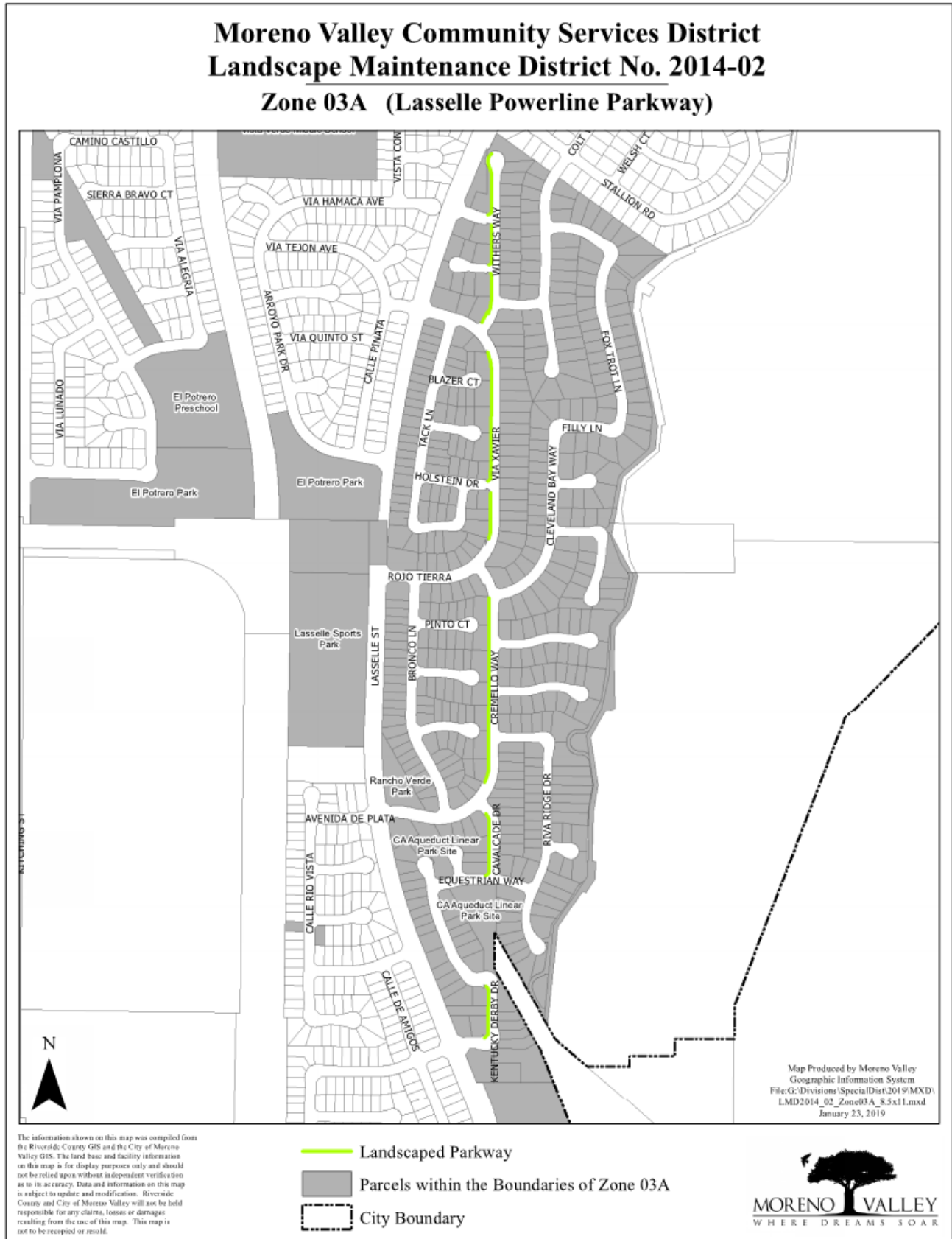
Diagram 4-5



Attachment: LMD 2014-02 Assessment Engineer's Report (2019-44) : ADOPT RESOLUTIONS TO INITIATE PROCEEDINGS TO LEVY

4. District Diagrams

Diagram 4-6



Attachment: LMD 2014-02 Assessment Engineer's Report (2019-44) : ADOPT RESOLUTIONS TO INITIATE PROCEEDINGS TO LEVY

4. District Diagrams

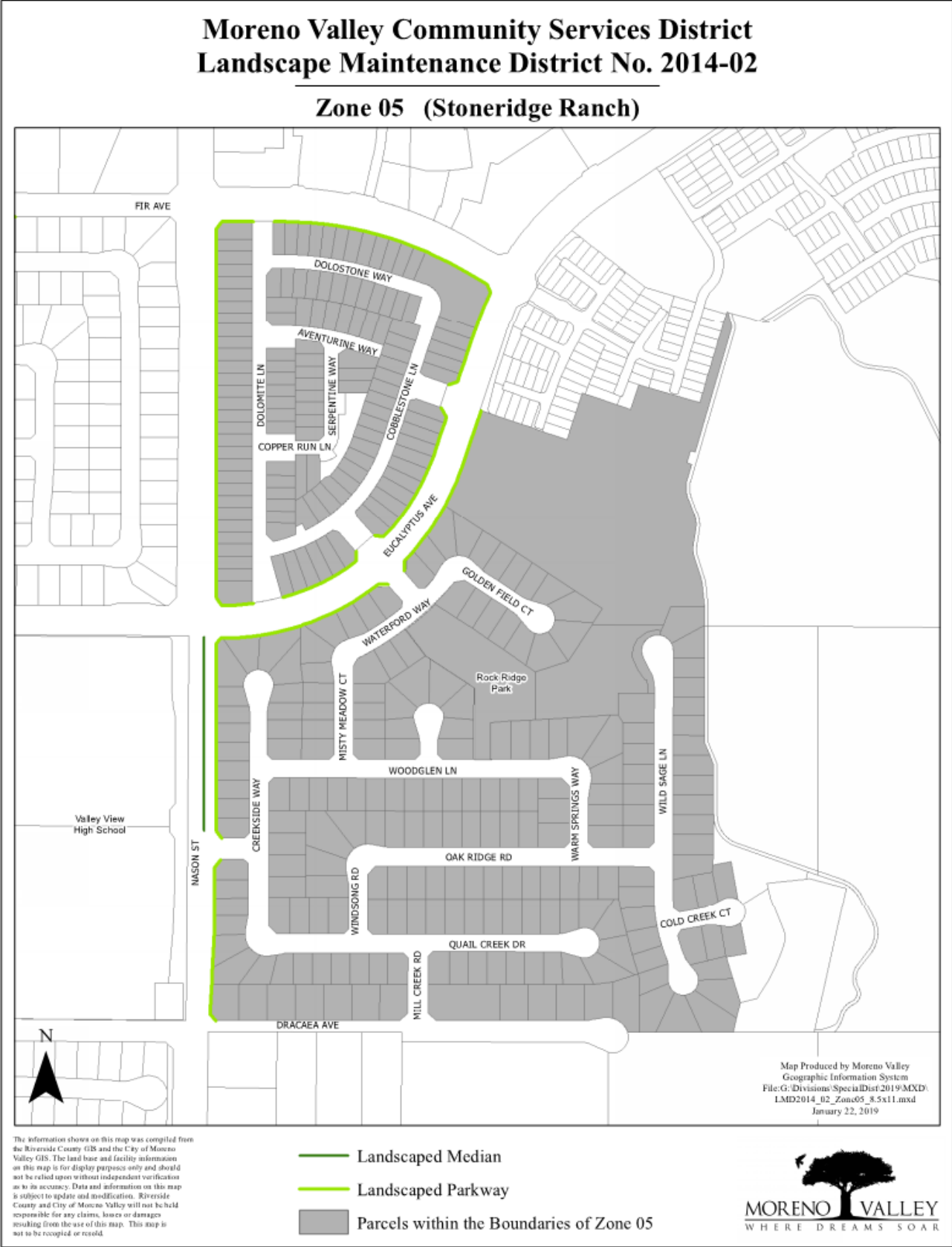
Diagram 4-7



Attachment: LMD 2014-02 Assessment Engineer's Report (2019-44 : ADOPT RESOLUTIONS TO INITIATE PROCEEDINGS TO LEVY

4. District Diagrams

Diagram 4-8



Attachment: LMD 2014-02 Assessment Engineer's Report (2019-44 : ADOPT RESOLUTIONS TO INITIATE PROCEEDINGS TO LEVY

4. District Diagrams

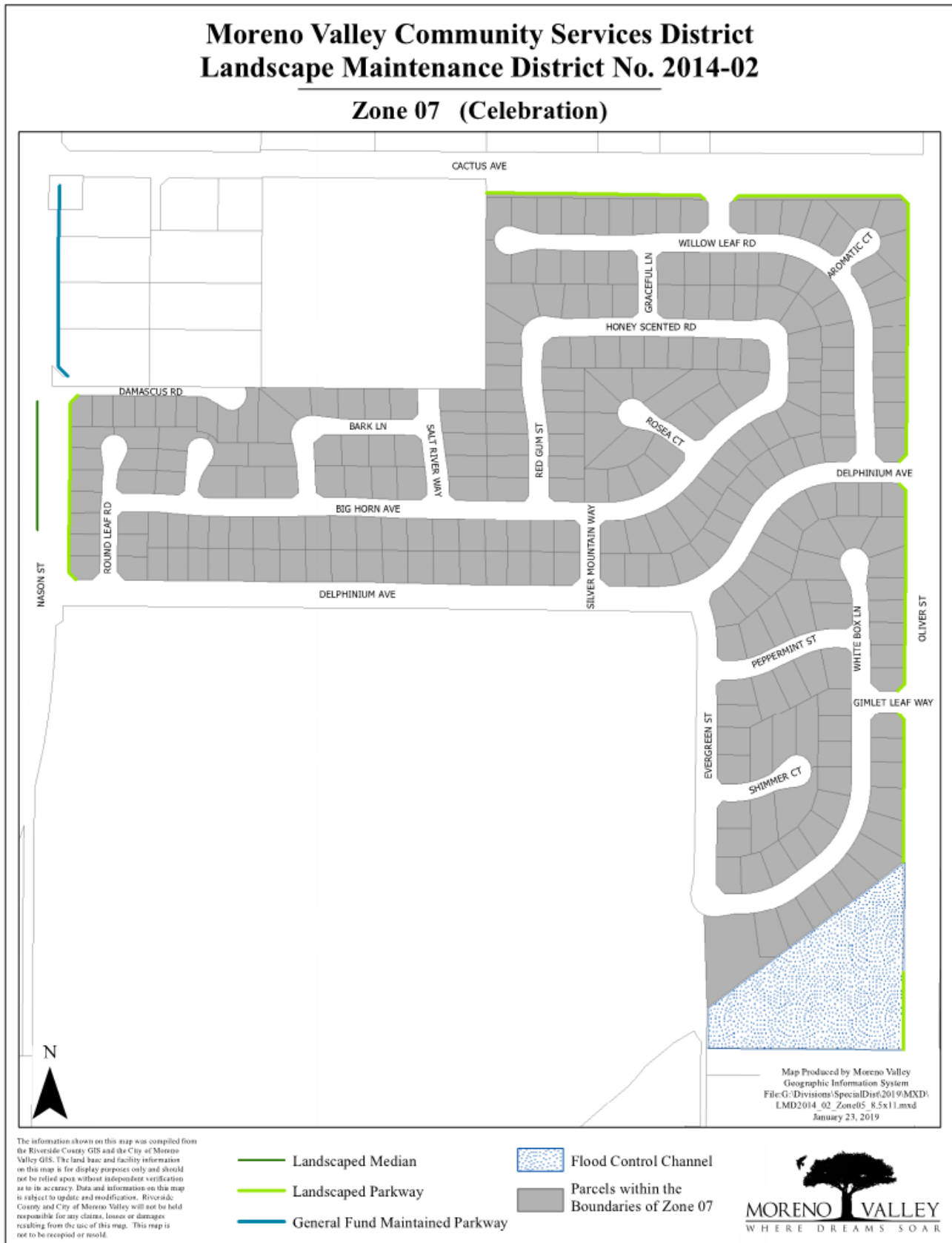
Diagram 4-9



Attachment: LMD 2014-02 Assessment Engineer's Report (2019-44 : ADOPT RESOLUTIONS TO INITIATE PROCEEDINGS TO LEVY

4. District Diagrams

Diagram 4-10



Attachment: LMD 2014-02 Assessment Engineer's Report (2019-44 : ADOPT RESOLUTIONS TO INITIATE PROCEEDINGS TO LEVY

4. District Diagrams

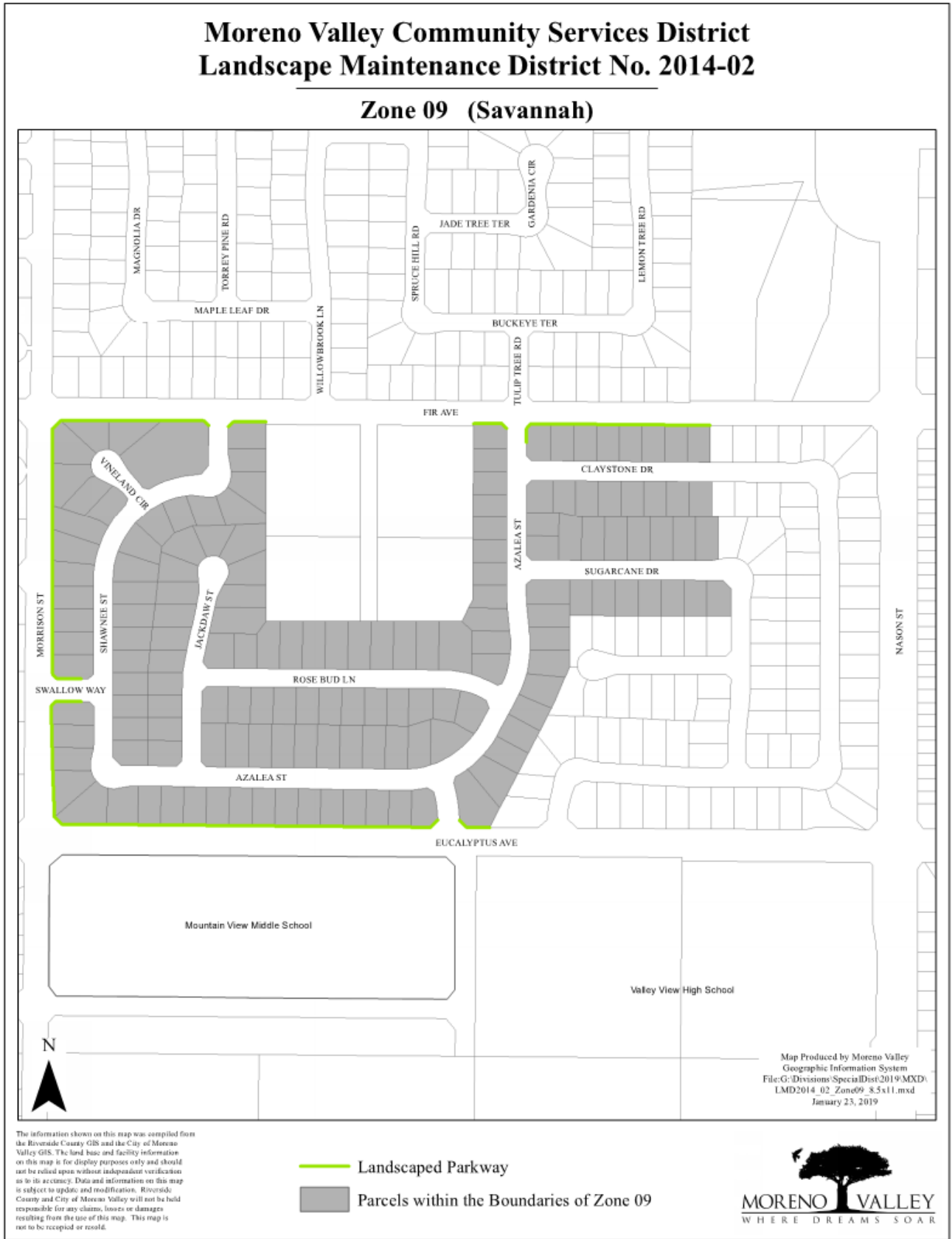
Diagram 4-11



Attachment: LMD 2014-02 Assessment Engineer's Report (2019-44) : ADOPT RESOLUTIONS TO INITIATE PROCEEDINGS TO LEVY

4. District Diagrams

Diagram 4-12



Attachment: LMD 2014-02 Assessment Engineer's Report (2019-44 : ADOPT RESOLUTIONS TO INITIATE PROCEEDINGS TO LEVY

5. Assessment Roll

ASSESSMENT ROLL

APN identification for each lot or APN within the District is based on available parcel maps and property data from the Riverside County Assessor's Office. A listing of the APNs to be assessed within this District, along with the corresponding assessment amounts to be levied for FY 2019/20 has been provided electronically to the Secretary of the CSD Board (City Clerk). The listing is incorporated herein by reference. The Report can also be found online at the City's website at www.moval.org/sd. If any APN identified therein is submitted for collection and identified by the County Auditor/Controller of the County of Riverside to be an invalid parcel number for any fiscal year, a corrected APN and/or new APN(s) will be identified and resubmitted to the County Auditor/Controller. The assessment amount to be levied and collected for the resubmitted parcel or parcels shall be based on the method of apportionment, as described in this Report and approved by the CSD Board.

APPENDIX A

Capital Improvement Projects





3750 McCray Street
Riverside, CA 92506
951.200.8600



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Report to City Council

TO: Mayor and City Council

FROM: Marshall Eyerman, Chief Financial Officer

AGENDA DATE: April 16, 2019

TITLE: PUBLIC HEARING TO APPROVE CDBG, HOME & ESG PROJECT SELECTIONS FOR INCLUSION IN FY 2019-20 ANNUAL ACTION PLAN

RECOMMENDED ACTION

Recommendations: That the City Council:

1. Conduct a Public Hearing for the Community Development Block Grant (CDBG), HOME Investment Partnership (HOME) and Emergency Solutions Grant (ESG) Programs to allow the public an opportunity to comment on the proposed project selections for Fiscal Year (FY) 2019/20 Annual Action Plan.
2. Approve the recommended projects for inclusion in the Annual Action Plan (FY 2019/20) as an application to the U.S. Department of Housing and Urban Development for funding under the federal CDBG, HOME and ESG programs.
3. Authorize the Chief Financial Officer to amend the City's Budget to include the allocations as approved in the FY2019/20 Action Plan.

SUMMARY

Every year, the City is required to submit an Annual Action Plan to the U.S. Department of Housing and Urban Development (HUD). The Annual Action Plan identifies how the CDBG, HOME and ESG Program Funds will be utilized to provide programs and projects that benefit low and moderate-income households and neighborhoods. It serves as the City's official grant application to HUD which must be submitted by May 15, 2019. The activities recommended for inclusion in the 2019/20 Annual Action Plan for CDBG, HOME and ESG are summarized in Attachment 1. Staff recommends that the City Council conduct a public hearing and approve the proposed project selections for inclusion in the 2019/20 Annual Action Plan and submittal to HUD.

DISCUSSION

The Annual Action Plan proposed for Council consideration specifically identifies how Moreno Valley will allocate CDBG, HOME and ESG funds for the upcoming year. The 2019/20 Action Plan will serve as the annual update to the City's proposed five-year Consolidated Plan (2019-2023). Tonight's Public Hearing represents one of the Public Hearings in a series of meetings conducted under the City's Action Plan schedule. The City Council established CDBG funding priorities at the December 18, 2018 meeting. The City's Finance Subcommittee members have reviewed the initial funding recommendations as presented in Attachment 1. The following provides a summary of the events that have occurred during the application process to date:

- November 27, 2018 Finance Subcommittee review of grant policies and objectives
- December 18, 2018 City Council Public Hearing to review Policies and Objectives and to collect community needs and comments
- December 20, 2018 Notification of Notice of Funding Available (NOFA) posted by City Clerk in various satellite locations
Application made available on City website & PlanetBids
- January 10, 2019 In-Person Application Workshop held
- January 31, 2019 Application submittal deadline
- March 26, 2019 Technical Review Committee Meeting held to provide applicants an opportunity to explain their program in person and for the committee to ask applicants questions.

The following provides a summary of the events that are scheduled to occur during the continued application process:

- May 7, 2019 City Council Public Hearing to approve FY 19/20 Annual Action Plan and close of public comment/ review period
- May 15, 2019 Submittal of Approved FY 19/20 Annual Action Plan to HUD

Community Development Block Grant (CDBG) – Grant Purpose

The Community Development Block Grant (CDBG) Program is authorized by Title I of the Housing and Community Development Act of 1974, as amended. The primary objective of the CDBG program is to develop viable urban communities by providing decent housing, a suitable living environment, and expanded economic opportunities, principally for persons of low and moderate income.

The CDBG objective is to be achieved in two ways: First, a grantee can only use funds to assist eligible activities that meet one of three national objectives of the program:

- Benefit low- and moderate-income persons,
- Aid in the prevention or elimination of slums and blight, or
- Meet community development needs having a particular urgency.

Second, at least 70 percent of funds must be spent (over a period of up to 3 years) for activities that address the national objective of benefiting low- and moderate-income persons.

Community Development Block Grant (CDBG) – Funding and Limitations

Fiscal Year 2019/2020 Estimated Allocation*	Funding Allocation
Planning and Administration Cap (20% of annual grant)	\$420,058.60
Public Services Cap (15% of annual grant)	315,043.95
Available for Other Activities (65% of annual grant)	1,365,190.45
Estimated Uncommitted Prior Year(s) CDBG Funds**	50,000.00
Authorized Repayment of Prior Year(s) Disallowed Cost***	0.00
TOTAL Estimated Allocation	\$2,150,293.00

* Estimate based on 2018-19 HUD award.

** The City may utilize prior-year uncommitted funds towards non-public service activities.

*** The City is currently working with the Director of HUD’s Los Angeles Office of Community Planning and Development to provide the additional documentation requested to further support the \$797,222 of code enforcement services previously provided with HUD funding.

A summary of application, funding request, and activities recommended under the CDBG program is summarized in Attachment 1.

HOME Investment Partnership (HOME) – Grant Purpose

The Home Investment Partnership Program was established by the Title II of the Cranston-Gonzalez National Affordable Housing Act. The objectives of the HOME Program include:

- Expanding the supply of decent and affordable housing, particularly housing for low- and very low-income Americans;
- Strengthening the abilities of State and local governments to design and implement strategies for achieving adequate supplies of decent, affordable housing;
- Providing financial and technical assistance to participating jurisdictions, including the development of model programs for affordable low-income housing; and

- Extending and strengthening partnerships among all levels of government and the private sector, including for-profit and non-profit organizations, in the production and operation of affordable housing.

HOME Investment Partnership (HOME) – Funding and Limitations

Fiscal Year 2019/2020 Estimated Allocation	Funding Allocation
Planning and Administration Cap (10% of annual grant)	\$74,439.20
Mandatory CHDO set-aside (15% of annual grant)	111,658.80
Available for Other Activities	558,294.00
TOTAL Estimated Allocation*	\$744,392.00
TOTAL Estimated Uncommitted Prior Year HOME Funds**	\$1,680,000.00
TOTAL Estimated Available for Funding	\$2,424,392.00

**Estimate based on 2018-19 HUD Award.*

***Estimate based on prior year uncommitted funds, including CHDO set aside*

Emergency Solutions Grant (ESG) – Grant Purpose

The ESG program is issued to assist, protect, and improve living conditions for the homeless. The program provides funding to:

- Engage homeless individuals and families living on the street;
- Improve the number and quality of emergency shelters for homeless individuals and families;
- Help operate these shelters;
- Provide essential services to shelter residents,
- Rapidly re-house homeless individuals and families, and
- Prevent families/individuals from becoming homeless.

Emergency Solutions Grant (ESG) – Funding and Limitations

Fiscal Year 2019/2020 Estimated Allocation*	Funding Allocation
Planning and Administration Cap (7.5% of annual grant)	\$13,104.45
Available for Other Activities	161,622.55
TOTAL Estimated ALLOCATION	\$174,726.00

**Estimate based on 2018-19 HUD Award.*

Our independent consultant, Willdan Financial Services, is conducting the application

process and attached is the preliminary draft of the application review with funding recommendations.

ALTERNATIVES

The Council has the following alternatives:

- 1. Conduct a public hearing, provide City Council modifications to the project allocations, approve the recommended actions and adopt the Annual Action Plan. *Staff recommends this alternative as it will allow the grant funds to be allocated and approved within HUDs requirements.*
- 2. Do Not conduct a public hearing providing the public with an opportunity to comment on the proposed Annual Action Plan, and NOT approve project allocations. *Staff does not recommend this alternative as it will not allow the grant funds to be allocated and approved within HUDs requirements.*

FISCAL IMPACT

Expenses for these programs are reimbursed by the Federal grants. The ESG program requires a 100% match which will be met by the City’s ESG subrecipients. Based on the recommended actions, there is no impact to the General Fund. Budget appropriations are as follows upon approval of the recommended actions.

Description	Fund / Account	Type (Rev/Exp)	FY2019/20 Proposed Budget
Receipt of Grant	CDBG – Fund 2512	Rev	\$2,150,293
Admininistation / Programs	CDBG – Fund 2512	Exp	2,150,293
Receipt of Grant	HOME – Fund 2506	Rev	1,364,392
Admininistation / Programs HOME	HOME – Fund 2506	Exp	1,364,392
Receipt of Grant ESG	ESG – Fund 2514	Rev	174,726
Admininistation / Programs ESG	ESG – Fund 2514	Exp	174.726

NOTIFICATION

Notice of this meeting was published in the Press-Enterprise newspaper on Thursday, March 28, 2019. Additional notification was available through the City’s website and directly e-mailed to those who applied for funding and are on our interest list.

PREPARATION OF STAFF REPORT

Prepared By:
Dena Heald
Financial Operations Division Manager

Department Head Approval:
Marshall Eyerman
Chief Financial Officer

CITY COUNCIL GOALS

Revenue Diversification and Preservation. Develop a variety of City revenue sources and policies to create a stable revenue base and fiscal policies to support essential City services, regardless of economic climate.

Public Safety. Provide a safe and secure environment for people and property in the community, control the number and severity of fire and hazardous material incidents, and provide protection for citizens who live, work and visit the City of Moreno Valley.

Public Facilities and Capital Projects. Ensure that needed public facilities, roadway improvements, and other infrastructure improvements are constructed and maintained.

Positive Environment. Create a positive environment for the development of Moreno Valley's future.

Community Image, Neighborhood Pride and Cleanliness. Promote a sense of community pride and foster an excellent image about our City by developing and executing programs which will result in quality development, enhanced neighborhood preservation efforts, including home rehabilitation and neighborhood restoration.

CITY COUNCIL STRATEGIC PRIORITIES

- 1. Economic Development
- 2. Public Safety
- 3. Library
- 4. Infrastructure
- 5. Beautification, Community Engagement, and Quality of Life
- 6. Youth Programs

ATTACHMENTS

- 1. Moreno Valley Application Review and Funding Recommendations-2019-2020

APPROVALS

Budget Officer Approval	<u>✓ Approved</u>	4/02/19 11:14 AM
City Attorney Approval	<u>✓ Approved</u>	4/11/19 10:06 AM
City Manager Approval	<u>✓ Approved</u>	4/11/19 1:59 PM



City of Moreno Valley

**COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG)
HOME INVESTMENT PARTNERSHIP (HOME)
EMERGENCY SOLUTIONS GRANT (ESG)**

FISCAL YEAR 2019/2020

**APPLICATION REVIEW
AND
FUNDING RECOMMENDATION**

**Public Hearing
April 16, 2019**

27368 Via Industria
Suite 200
Temecula, CA 92590
T 951.587.3500 | 800.755.6864
F 951.587.3510

www.willdan.com/financial



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Attachment: Moreno Valley Application Review and Funding Recommendations-2019-2020 (3502 : PUBLIC HEARING TO APPROVE CDBG,

I. OVERVIEW

Historically, the City of Moreno Valley (the “City”) has received federal funding on an annual basis from the Department of Housing and Urban Development (HUD) for two formula block grant programs: Community Development Block Grant (CDBG) and HOME Investment Partnerships (HOME). Since Program Year 2013/14, the City has become a direct recipient of Emergency Solutions Grant (ESG) program funds.

Descriptions of each formula block program (HOME, ESG and CDBG) can be found in Sections II, III, and IV of this report.

The following subsections provide an overview of the Five-Year Consolidated Plan, The Citizen Participation Plan, The One-Year Action Plan and the FY 2019/20 Application Process and Review.

The Five-Year Consolidated Plan

Every five years, the City of Moreno Valley prepares a Five-Year Consolidated Plan, which describes community needs, resources, priorities, and proposed activities to be undertaken under certain HUD programs, including, HOME, ESG and CDBG.

The proposed Consolidated Plan for Program Years 2018/19 through 2022/23, outline the following goals and strategies:

- Substandard Housing Strategy
- Homelessness Strategy
- Public Services Program Strategy
- Public Facilities and Improvements Strategy
- Housing Discrimination Strategy
- Economic Development Strategy
- Planning and Administration Development Strategy

The Citizen Participation Plan

The City has developed a Citizen Participation Plan as a part of the Five-Year Consolidated Plan that sets forth the policies and procedures to encourage citizen's participation in the HOME, ESG and CDBG Program planning and implementation processes. This Citizen Participation Plan provides the method and process by which the City will encourage citizen participation in the development of its Consolidated Plan.

A copy of the City's Citizen Participation Plan is available for inspection at the Financial & Management Services Department during normal business hours.

The One-Year Action Plan

Each year in May, the City of Moreno Valley is required to submit an update to the Consolidated Plan to HUD, referred to as an Action Plan. The Action Plan outlines the specific steps that will be taken during the year to address both the community development and housing priorities of the Consolidated Plan. The Action Plan identifies how the HOME, ESG and CDBG Program funds will be utilized to provide programs and projects that benefit low and moderate-income households and neighborhoods.

A copy of the City's One-Year Action Plan for prior program years is available for inspection at the Financial & Management Services Department during normal business hours.

Fiscal Year 2019/20 Proposed HOME, ESG and CDBG Objectives and Policies

The City's Objectives for the HOME, ESG and CDBG programs are summarized below (*listed alphabetically*) and additional detail can be found in the application booklet:

- Capital Improvement Activities
- Economic Development Activities
- Health, Safety, and Public Welfare Activities
- Historic Preservation Activities
- Homeless/Homeless Prevention Activities
- Housing and Neighborhood Improvement Activities
- Public Service Activities
 1. Basic Needs Related to Social Services Programs (such as but not limited to emergency food, shelter (homelessness), and utility assistance)
 2. Community Public Safety Programs
 3. Programs offering Low-Cost Transportation
 4. Employment Services/Programs and Job (Skills) Training
 5. Free/Low-Cost programs for School-Aged Youth
 6. Fair Housing Activities
- Slum or Blight Activities

FY2019/20 Application Process and Review

On December 20, 2018 the City published Notice of Funding Availability (NOFA) for Fiscal Year 2019/20 Application for Funding for HOME, ESG and CDBG. According to the application guidelines, interested parties were informed to submit their completed applications by January 31, 2019, 5:00 pm. Programs and projects seeking funding from the City of Moreno Valley must address one or more of the Community Development Priorities set forth in the Five-Year Consolidated Plan, in addition to meeting all other conditions as summarized in the application booklet. A copy of the application booklet which provides additional information on the City's objectives and policies can be found on the City's website.

The City received thirty-three (33) eligible applications requesting a total \$7,010,470. This report does not include information from any applications that were incomplete and/or deemed ineligible.

As part of the application process in preparation of the One-Year Action Plan, the City has contracted Willdan Financial Services ("Willdan") to collaborate with City Staff and Officials, as the Technical Review Committee for the HOME, ESG and CDBG application proposals. On March 26, 2019, the City of Moreno Valley held a Public Meeting, to provide applicants an opportunity to explain their programs in person and, for the Technical Review Committee to ask applicants questions directly. The information provided in the completed application packet and during the Public Meeting was considered to evaluate and score each applicant in accordance with the evaluation guidelines described in the application booklet.

The Technical Review Committee's preliminary recommendations will be presented at a Public Hearing held on April 16, 2019. At this meeting, the City of Moreno Valley City Council will review and consider the proposed project selections. In line with the City's policies and objectives and the Citizen's Participation Plan, the final project selections will be made by the City Council via Public Hearing on May 7, 2019. The Annual Action Plan is scheduled to be submitted to HUD at least 45 days before the beginning of the program year.

The following subsequent sections of this report contain the current proposed project selections for Fiscal Year 2019/20.

II. Home Investment Partnerships Program (HOME) - \$744,392

Grant Purpose

The Home Investment Partnerships Program was established by the Title II of the Cranston-Gonzalez National Affordable Housing Act. The objectives of the HOME Program include:

- Expanding the supply of decent and affordable housing; primarily rental housing.
- Strengthening the ability of state and local government to provide adequate supplies of decent, affordable housing.
- Providing financial and technical assistance to participating jurisdictions, including the development of model programs for affordable low-income housing.
- Extending partnerships among all levels of government and the private sector, including for-profit and non-profit organizations, in the production and operation of affordable housing.

Funding

Estimated Fiscal Year 2019/2020 Allocation	HOME
Planning and Administration Cap (10% of annual grant)	\$74,439.20
Mandatory CHDO set-aside (15% of annual grant)	111,658.80
Available for Other Activities	558,294.00
TOTAL Estimated Allocation *	\$744,392.00
TOTAL Estimated Uncommitted Prior Year HOME Funds**	\$1,680,000.00
TOTAL Estimated Available for Funding	\$2,424,392.00

*Estimate based on 2018-19 HUD award.

**Estimate is based on prior year uncommitted funds, including CHDO set aside.

Applications

The City received four (4) HOME applications requesting a total of \$1,678,294.

Recommendations

Applications were evaluated according to the required criteria.

**City of Moreno Valley
Fiscal Year 2019/20
Application Review
Home Investment Partnership (HOME)**

App. No.	Applicant	Program	Funding	City Priority	FY 18-19 Funding	Funding Requested FY 19-20	Funding Recommended FY 19-20
1	Habitat for Humanity	A Brush With Kindness- Mobile Home Repair	HOME	Housing and Neighborhood Improvement Activities	\$120,000	\$225,000	\$225,000
2	Habitat for Humanity	A Brush With Kindness- Single Family Home Repair	HOME	Housing and Neighborhood Improvement Activities	\$450,000	\$395,000	\$395,000
3	Mary Erickson Community Housing *	New Construction of Single Family Residences for 80% AMI- Homebuyers with a Preference for US Veterans (4 homes)	HOME	Housing and Neighborhood Improvement Activities	\$0	\$558,294	\$669,950
4	United States Veterans Initiative (HOME)	U.S.VETS March Veterans Village Building #1	HOME	Housing and Neighborhood Improvement Activities	\$0	\$500,000	\$500,000
Totals					\$570,000	\$1,678,294	\$1,289,950

* Estimated additional cost of this project will be 20% (\$111,658.80) for project management. The City will release an RFP for a qualified consultant upon Council selection of this project. This project management contract will be required to ensure compliance with HOME and other federal requirements for the duration of the project.

Preliminary

Attachment: Moreno Valley Application Review and Funding Recommendations-2019-2020 (3502 :

III. Emergency Solutions Grants (ESG) - \$174,726

Grant Purpose

The Homeless Emergency Assistance and Rapid Transition to Housing Act of 2009 (HEARTH Act) amended the McKinney-Vento Homeless Assistance Act, revising the Emergency Shelter Grants Program in significant ways and renaming it the Emergency Solutions Grants program. The City has received ESG program grant funds for 6 years. The decision to apply the American Community Survey (ACS) data to calculate HUD allocations made Moreno Valley eligible to receive ESG funds.

The ESG program is issued to assist, protect, and improve living conditions for the homeless. The program provides funding to:

- Engage homeless individuals and families living on the street;
- Improve the number and quality of emergency shelters for homeless individuals and families;
- Help operate these shelters and provide essential services to shelter residents;
- Rapidly re-house and provide essential services to shelter residents,
- Prevent families/individuals from becoming homeless and provide essential services to those at risk of homelessness.

Funding

Estimated Fiscal Year 2019/2020 Allocation	ESG
Planning and Administration Cap (7.5% of annual grant)	\$13,104.45
Available for Other Activities	161,622.55
TOTAL Estimated Allocation *	\$174,726.00

**Estimate based on 2018-19 HUD award.*

Applications

The City received four (4) ESG applications requesting a total of \$403,654 in ESG funding. The City also plans to continue to fund the County of Riverside Department of Public Social Services for HMIS (\$5,000), therefore the total request for ESG funds is \$408,654, exceeding the estimated allocation by over \$247,000.

Recommendations

Applications were evaluated according to the required criteria.

**City of Moreno Valley
Fiscal Year 2019/20
Application Review
Emergency Solutions Grant (ESG)**

App. No.	Applicant	Program	Funding	Funding Type	City Priority	FY 18-19 Funding	Funding Requested FY 19-20	Funding Recommended FY 19-20
n/a	County of Riverside	Homeless Management Information System (HMIS)	n/a		n/a	\$5,000	\$5,000	\$5,000
5	Catholic Charities of San Bernardino & Riverside Counties*	Caseworkers Services Program	ESG	n/a	Homeless/Homeless Prevention Activities	\$68,690	\$160,984	\$66,622
6	Social Work Action Group	Homeless Street Outreach Program	ESG	n/a	Homeless/Homeless Prevention Activities	\$0	\$102,000	\$90,000
7	The Salvation Army	Homeless 2 Work Program - Street Outreach	ESG	n/a	Homeless/Homeless Prevention Activities	\$80,000	\$80,000	\$0
8	United States Veterans Initiative	U.S.VETS Emergency Shelter Program	ESG	n/a	Homeless/Homeless Prevention Activities	\$50,670	\$60,670	\$0
Totals						\$204,360	\$408,654	\$161,622

* The City will reduce or increase this applicant's award based on actual funding received to maximize ESG award, with a not to exceed award equal to amount requested.

Preview

Attachment: Moreno Valley Application Review and Funding Recommendations-2019-2020 (3502 :

IV. Community Development Block Grant (CDBG) - \$2,100,293

Grant Purpose

The Community Development Block Grant (CDBG) Program is authorized by Title I of the Housing and Community Development Act of 1974, as amended. The primary objective of the CDBG program is to develop viable urban communities by providing decent housing, a suitable living environment, and expanded economic opportunities, principally for persons of low and moderate income.

The CDBG objective is to be achieved in two ways:

First, a grantee can only use funds to assist eligible activities that meet one of three national objectives of the program:

- Benefit low- and moderate-income persons,
- Aid in the prevention or elimination of slums and/or blight,
- Meet community development needs having a particular urgency.

Second, at least 70 percent of funds must be spent (over a period of up to 3 years) for activities that address the national objective of benefiting low- and moderate-income persons.

Funding and Limitations

Estimated Fiscal Year 2019/2020 Allocation	CDBG
Planning and Administration Cap (20% of annual grant)	\$420,058.60
Public Services Cap (15% of annual grant)	315,043.95
Available for Other Activities (65% of annual grant)	1,365,190.45
TOTAL Estimated Allocation *	\$2,100,293.00
TOTAL Estimated Uncommitted Prior Year(s) CDBG Funds**	\$50,000.00
Authorized Repayment of Prior Year(s) Disallowed Cost***	\$0.00
TOTAL Estimated Available for Funding	\$2,150,293.00

* Estimate based on 2018-19 HUD award.

** The City may utilize prior-year uncommitted funds towards non-public service activities.

*** The City is currently working with the Director of HUD's Los Angeles Office of Community Planning and Development to provide the additional documentation requested to further support the \$797,222 of code enforcement services previously provided with HUD funding.

CDBG Public Service – Limited to 15%

The City's Public Service priority ranking as approved by the Council is recapped below:

Priority 1: Basic Needs Related Social Services Programs (such as but not limited to emergency food, shelter (homelessness), and utility assistance)

Priority 2: Community Public Safety Programs

Priority 3: Programs offering Low-Cost Transportation

Priority 4: Employment Services/Programs and Job (Skills) Training

Priority 5: Free/Low-Cost programs for School-Aged Youth

Priority 6: Fair Housing Activities

According to the CDBG regulations, the amount of CDBG funds obligated within a program year to support public service activities may not exceed 15% of the annual program allocation. As a result, the City's Public Service projects for program year 2019/20 is limited to **\$315,043.95**.

There were a total of fifteen (15) public service applications received, totaling \$486,886, exceeding the estimated allocation by over \$171,000.

**City of Moreno Valley
Fiscal Year 2019/20
Application Review
Community Development Block Grant (CDBG)
Public Service**

App. No.	Applicant	Program	Funding	Funding Type	City Priority	Public Service Priority	FY 18-19 Funding	Funding Requested FY 19-20	Funding Recommended FY 19-20
(1) Public Service - Basic Needs									
20	Family Service Association	Senior Nutrition Program	CDBG	Public Service (Senior Services)	Public Service	(1) Basic Needs (Case Management for Food Program)	\$10,000	\$20,000	\$20,000
29	The Salvation Army	Homeless 2 Work Program- Food Pantry	CDBG	Public Services (Food Bank)	Public Service	(1) Basic Needs (Food Program)	\$10,000	\$10,000	\$0
28	The Hole in Wall Inc.	Community Homeless Solution	CDBG	Public Service (Homelessness Services)	Public Service	(1) Basic Needs (Homelessness Services)	\$0	\$25,000	\$0
31	United States Veterans Initiative (CDBG)	Veterans In Progress (VIP)-Transitional Housing Assitance	CDBG	Public Service (Homelessness Services)	Public Service	(1) Basic Needs (Homelessness Services)	\$0	\$30,000	\$30,000
(2) Public Service - Community Safety Program									
25	Moreno Valley Police Department *	Community Betterment Through CDBG Funding and POP Based Policing	CDBG	Public Service (Crime Awareness/Prevention)	Public Service	(2) Community Public Safety Programs	\$81,919	\$83,760	\$72,918
(3) Public Service - Low Cost Transportation									
21	Friends of Moreno Valley Senior Center	Mo-Van Senior Transportation Program	CDBG	Public Service (Senior Services)	Public Service	(3) Low-Cost Transportation	\$41,000	\$76,000	\$55,000
(4) Public Service - Employment Services/Programs and Job (Skills) Training									
12	City of Moreno Valley - Economic Development Dept.	Employment Resource Center	CDBG	Public Service (Employment Training)	Public Service	(4) Employment Services/Programs and Job (Skills) Training	\$66,000	\$75,000	\$0

Attachment: Moreno Valley Application Review and Funding Recommendations-2019-2020 (3502 :

App. No.	Applicant	Program	Funding	Funding Type	City Priority	Public Service Priority	FY 18-19 Funding	Funding Requested FY 19-20	Funding Recommended FY 19-20
(5) Public Service - Free/Low-Cost Programs for School-Aged Youth									
9	Assistance League of Riverside	Operation School Bell	CDBG	Public Service (Youth Services)	Public Service	(5) Free/Low-Cost programs for School-Aged Youth	\$10,000	\$15,000	\$15,000
10	Boys & Girls Club of Greater Redlands-Riverside	After-School Programs and Healthy Snack	CDBG	Public Service (Youth Services)	Public Service	(5) Free/Low-Cost programs for School-Aged Youth	\$0	\$10,000	\$0
24	HOPE Vision Center	HOPE Summer Academy	CDBG	Public Service (Youth Services) Public Service (Services for Abused and Neglected Children)	Public Service	(5) Free/Low-Cost programs for School-Aged Youth	\$0	\$30,000	\$10,000
26	Operation SafeHouse	Emergency Shelter for Youth	CDBG	Public Service (Services for Abused and Neglected Children)	Public Service	(5) Free/Low-Cost programs for School-Aged Youth	\$10,000	\$10,000	\$10,000
27	Riverside Area Rape Crisis Center	Child Abuse Prevention Program	CDBG	Public Service (Services for Abused and Neglected Children)	Public Service	(5) Free/Low-Cost programs for School-Aged Youth	\$10,000	\$14,454	\$14,454
32	Voices for Children	Court Appointed Special Advocate (CASA) Program	CDBG	Public Service (Services for Abused and Neglected Children)	Public Service	(5) Free/Low-Cost programs for School-Aged Youth	\$25,000	\$30,000	\$30,000
(6) Public Service - Fair Housing Activities									
18	Fair Housing Council of Riverside County	Landlord/Tenant Counseling	CDBG	Public Service (Fair Housing Activities)	Public Service	(6) Fair Housing	\$18,967	\$18,455	\$18,455
19	Fair Housing Council of Riverside County	Fair Housing Discrimintion Services	CDBG	Public Service (Fair Housing Activities)	Public Service	(6) Fair Housing	\$32,158	\$39,217	\$39,217
Totals							\$315,044	\$486,886	\$315,044

* The City will reduce or increase this applicant's award based on actual funding received to comply with the Public Service cap limit of 15%, with a not to exceed award of \$83,760.

Attachment: Moreno Valley Application Review and Funding Recommendations-2019-2020 (3502 :



CDBG Other Activities - 65% (Remaining Allocation)

After taking into account the limitations for CDBG Administration and Public Service Activities, the remaining allocation available to fund other activities was **\$1,365,190.45**. There was a total of ten (10) applications received for other activities, totaling \$4,441,636. The total requests exceeded the Fiscal Year 2019/20 estimated allocation by over \$2,076,000.

Preliminary

**City of Moreno Valley
Fiscal Year 2019/20
Application Review
Community Development Block Grant (CDBG)
Other-65% Funding**

App. No.	Applicant	Program	Funding	Funding Type	City Priority	FY 18-19 Funding	Funding Requested FY 19-20	Funding Recommended FY 19-20
Capital Improvements *								
11	City of Moreno Valley - Purchasing and Facilities Division	ADA Improvements at City Facilities ***	CDBG	Public Facilities and Improvements	Capital Improvements	\$400,000	\$1,312,736	\$150,000
13	City of Moreno Valley- Maintenance And Operations	Area Litter Abatement	CDBG	Public Facilities and Improvements	Capital Improvements	\$0	\$30,000	\$0
14	City of Moreno Valley Public Works Dept.	Heacock St Pedestrian & Bicycle Facility Enhancements	CDBG	Public Facilities and Improvements	Capital Improvements	\$0	\$200,000	\$0
15	City of Moreno Valley Public Works Dept.	Flaming Arrow Storm Drain	CDBG	Public Facilities and Improvements	Capital Improvements	\$0	\$250,000	\$250,000
16	City of Moreno Valley Public Works Dept.	Cycle 8 Access Ramps Improvements	CDBG	Public Facilities and Improvements	Capital Improvements	\$0	\$500,000	\$0
17	City of Moreno Valley Public Works Dept.	Pavement Rehab for Various Local Streets **	CDBG	Public Facilities and Improvements	Capital Improvements	\$825,944	\$2,000,000	\$866,290

Attachment: Moreno Valley Application Review and Funding Recommendations-2019-2020 (3502 :

App. No.	Applicant	Program	Funding	Funding Type	City Priority	FY 18-19 Funding	Funding Requested FY 19-20	Funding Recommended FY 19-20
Housing and Neighborhood Improvement Activities								
22	GRID Alternatives	Low-Income Solar Energy Assistance Program	CDBG	Rehabilitation: Single Unit Residential	Housing and Neighborhood Improvement Activities	\$50,000	\$75,000	\$75,000
23	Habitat for Humanity	A Brush with Kindness (ABWK)	CDBG	Rehabilitation: Single Unit Residential	Housing and Neighborhood Improvement Activities	\$10,000	\$10,000	\$10,000
30	The Salvation Army	Homeless 2 Work Program (Census Tract Area Cleanup)	CDBG	Interim Assistance	Housing and Neighborhood Improvement Activities	\$30,000	\$30,000	\$30,000
Economic Development Activities								
33	University Enterprises Corporation at CSUSB / Inland Empire SBDC	Inland Empire Small Business Development	CDBG	Economic Development	Economic Development Activities	\$49,246	\$33,900	\$33,900
Totals						\$1,365,190	\$4,441,636	\$1,415,100

*The City may utilize prior-year uncommitted funds towards non-public service activities.

** As a top priority, the City will reduce/increase this applicant's award on actual funding received and/or based on any authorized repayment of disallowed costs from prior year CDBG expenditures, with a not to exceed award for amount applied for.

*** As a second priority, the City will increase this applicant's award based on actual funding received or prior year uncommitted funds if funds become available, with a not to exceed award for amount applied for.

PRE

Attachment: Moreno Valley Application Review and Funding Recommendations-2019-2020 (3502)

V. Fiscal Year 2019/20 Applicants Program Descriptions

Applicant's Program Descriptions for each application, as submitted by the applicants, can be found in the subsequent pages.

Preliminary

City of Moreno Valley
Fiscal Year 2019/20
Home Investment Partnership (HOME)
Applicant Program Description

Application Number: 1
Requested Funding: HOME

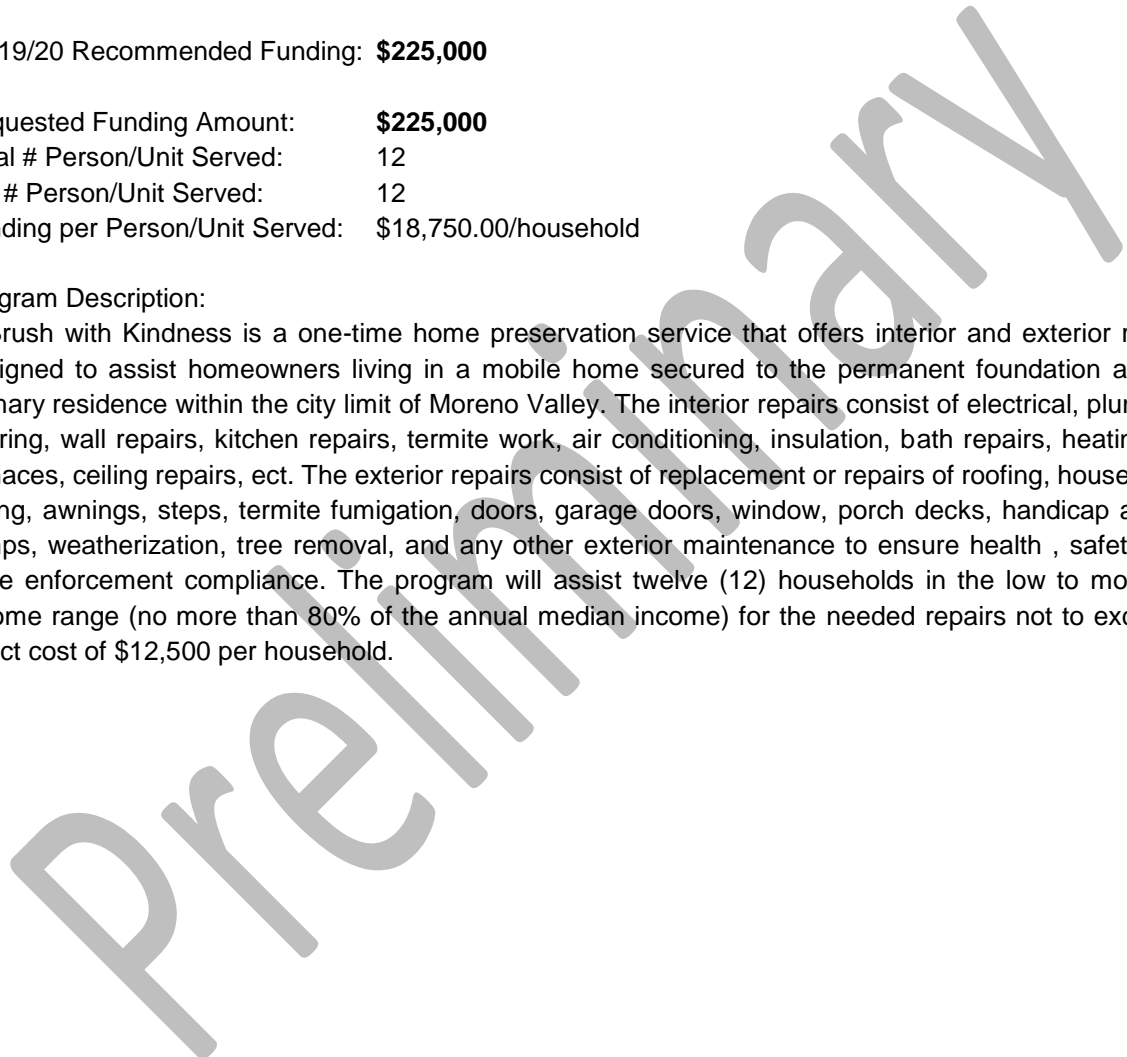
Applicant: Habitat for Humanity
Program: A Brush With Kindness- Mobile Home Repair

FY 19/20 Recommended Funding: **\$225,000**

Requested Funding Amount: **\$225,000**
Total # Person/Unit Served: 12
MV # Person/Unit Served: 12
Funding per Person/Unit Served: \$18,750.00/household

Program Description:

A Brush with Kindness is a one-time home preservation service that offers interior and exterior repairs designed to assist homeowners living in a mobile home secured to the permanent foundation as their primary residence within the city limit of Moreno Valley. The interior repairs consist of electrical, plumbing, flooring, wall repairs, kitchen repairs, termite work, air conditioning, insulation, bath repairs, heating and furnaces, ceiling repairs, ect. The exterior repairs consist of replacement or repairs of roofing, house trims, siding, awnings, steps, termite fumigation, doors, garage doors, window, porch decks, handicap access ramps, weatherization, tree removal, and any other exterior maintenance to ensure health , safety, and code enforcement compliance. The program will assist twelve (12) households in the low to moderate income range (no more than 80% of the annual median income) for the needed repairs not to exceed a direct cost of \$12,500 per household.



Attachment: Moreno Valley Application Review and Funding Recommendations-2019-2020 (3502 : PUBLIC HEARING TO APPROVE CDBG,

City of Moreno Valley
Fiscal Year 2019/2020
Home Investment Partnership (HOME)
Applicant Program Description

Application Number: 2
Requested Funding: HOME

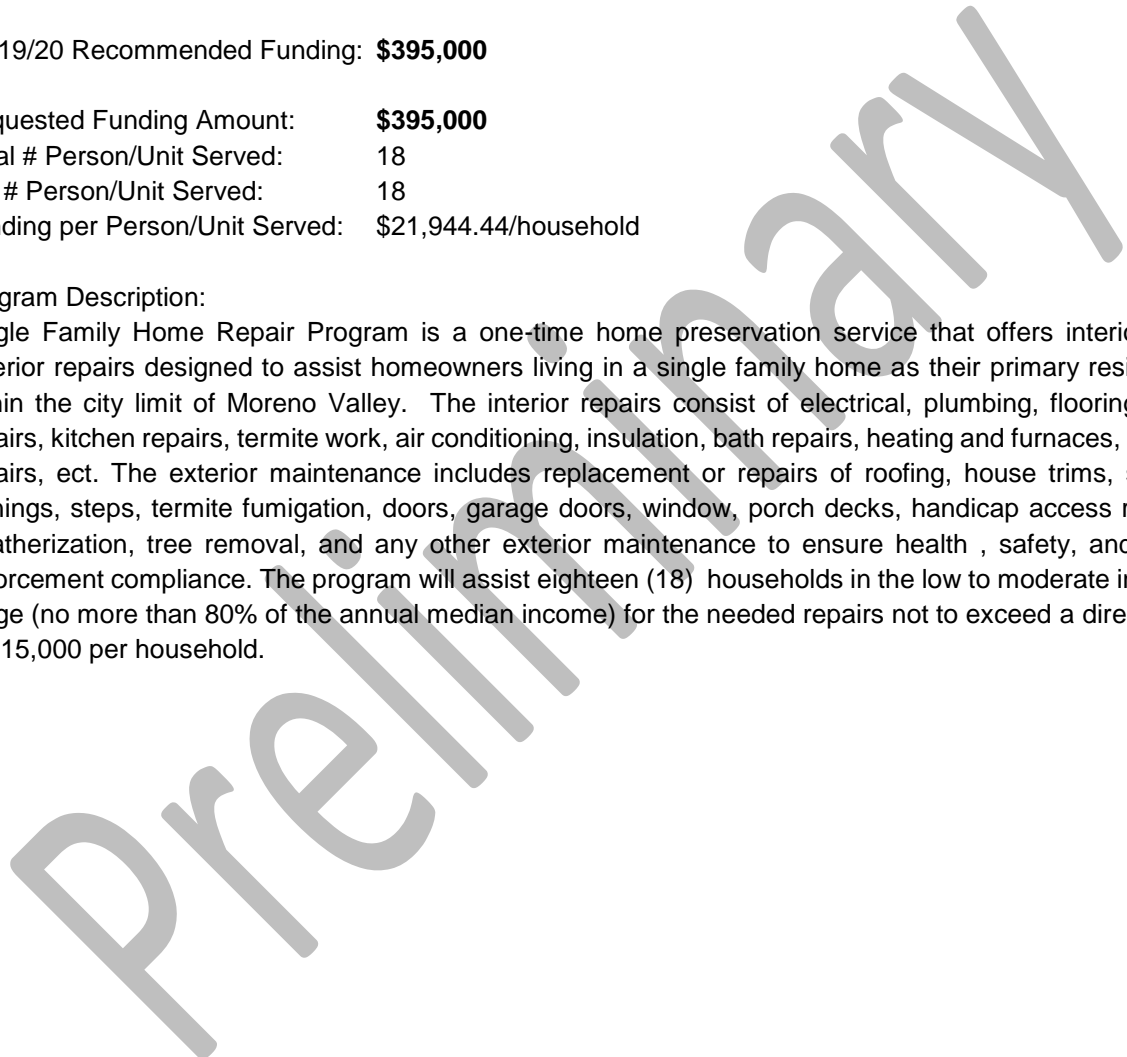
Applicant: Habitat for Humanity
Program: A Brush With Kindness- Single Family Home Repair

FY 19/20 Recommended Funding: **\$395,000**

Requested Funding Amount: **\$395,000**
Total # Person/Unit Served: 18
MV # Person/Unit Served: 18
Funding per Person/Unit Served: \$21,944.44/household

Program Description:

Single Family Home Repair Program is a one-time home preservation service that offers interior and exterior repairs designed to assist homeowners living in a single family home as their primary residence within the city limit of Moreno Valley. The interior repairs consist of electrical, plumbing, flooring, wall repairs, kitchen repairs, termite work, air conditioning, insulation, bath repairs, heating and furnaces, ceiling repairs, ect. The exterior maintenance includes replacement or repairs of roofing, house trims, siding, awnings, steps, termite fumigation, doors, garage doors, window, porch decks, handicap access ramps, weatherization, tree removal, and any other exterior maintenance to ensure health , safety, and code enforcement compliance. The program will assist eighteen (18) households in the low to moderate income range (no more than 80% of the annual median income) for the needed repairs not to exceed a direct cost of \$15,000 per household.



Attachment: Moreno Valley Application Review and Funding Recommendations-2019-2020 (3502 : PUBLIC HEARING TO APPROVE CDBG,

City of Moreno Valley
 Fiscal Year 2019/20
 Home Investment Partnership (HOME)
 Applicant Program Description

Application Number: 3
Requested Funding: HOME

Applicant: Mary Erickson Community Housing *
Program: New Construction of Single Family Residences for 80% AMI- Homebuyers with a Preference for US Veterans (4 homes)

FY 19/20 Recommended Funding: **\$669,952**

Requested Funding Amount: **\$558,294**
 Total # Person/Unit Served: 16
 MV # Person/Unit Served: 16
 Funding per Person/Unit Served: \$34,893.38/person

Program Description:

Mary Erickson Community Housing (MECH), a non-profit 501(c)3 is pleased to present for consideration the new construction of four (4) detached single family homes for sale to up to 80% Area Median Income (AMI) first time homebuyers with a preference for US Veterans on the City owned lot on Indian and Atwood. MECH will construct 3 bedroom, 2 bath detached homes with attached 2 car garage and front and back yards incorporating selected ADA adaptability, and Green Communities/Energy Star sustainability features. Financing: The total project budget is \$1.42M for four homes or \$355,000 per home. MECH requests \$558,294 in City HOME Funds for construction and downpayment assistance with resale restrictions. MECH will put in equity of up to \$100,000 or \$25,000 per home. With an approximate sales price of \$300,000, the Homebuyer downpayment and mortgage may be \$155,000 plus \$35,500 from various private, downpayment assistance sources, e.g., WISH, etc.

* Estimated additional cost of this project will be 20% (\$111,658.80) for project management. The City will release an RFP for a qualified consultant upon Council selection of this project. This project management contract will be required to ensure compliance with HOME and other federal requirements for the duration of the project.

City of Moreno Valley
Fiscal Year 2019/20
Emergency Solutions Grant (ESG)
Applicant Program Description

Application Number: 4
Requested Funding: HOME

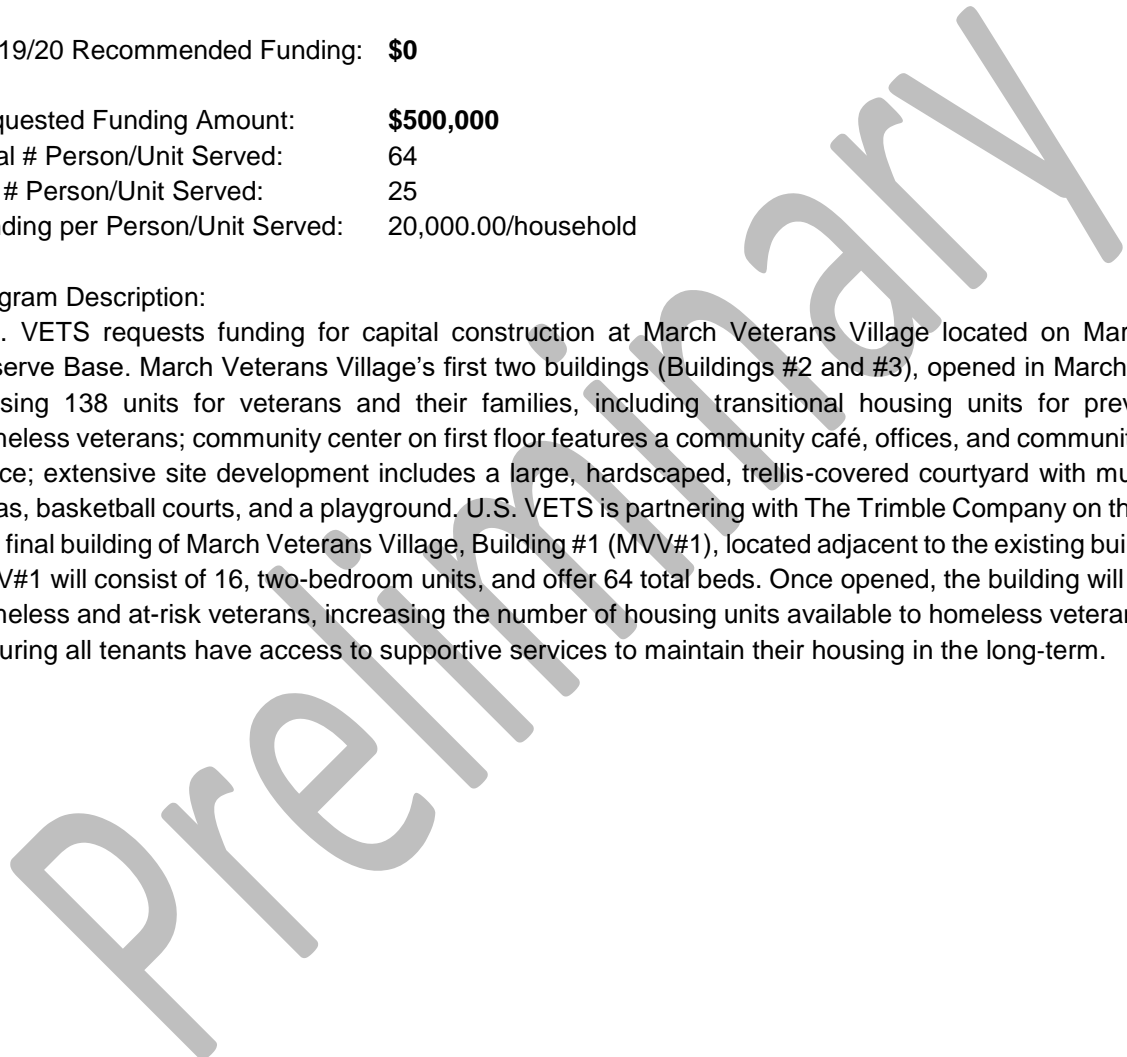
Applicant: United States Veterans Initiative (HOME)
Program: U.S. VETS March Veterans Village Building #1

FY 19/20 Recommended Funding: \$0

Requested Funding Amount: **\$500,000**
Total # Person/Unit Served: 64
MV # Person/Unit Served: 25
Funding per Person/Unit Served: 20,000.00/household

Program Description:

U.S. VETS requests funding for capital construction at March Veterans Village located on March Air Reserve Base. March Veterans Village’s first two buildings (Buildings #2 and #3), opened in March 2018, housing 138 units for veterans and their families, including transitional housing units for previously homeless veterans; community center on first floor features a community café, offices, and community flex-space; extensive site development includes a large, hardscaped, trellis-covered courtyard with multi-use areas, basketball courts, and a playground. U.S. VETS is partnering with The Trimble Company on the third and final building of March Veterans Village, Building #1 (MVV#1), located adjacent to the existing buildings. MVV#1 will consist of 16, two-bedroom units, and offer 64 total beds. Once opened, the building will house homeless and at-risk veterans, increasing the number of housing units available to homeless veterans and ensuring all tenants have access to supportive services to maintain their housing in the long-term.



Attachment: Moreno Valley Application Review and Funding Recommendations-2019-2020 (3502 : PUBLIC HEARING TO APPROVE CDBG,

City of Moreno Valley
 Fiscal Year 2019/20
 Emergency Solutions Grant (ESG)
 Applicant Program Description

Application Number: 5
Funding: ESG

Applicant: Catholic Charities of San Bernardino & Riverside Counties*
Program: Caseworkers Services Program

FY 19/20 Recommended Funding: **\$66,622**

Requested Funding Amount: **\$160,984**
 Total # Person/Unit Served: 46
 MV # Person/Unit Served: 46
 Funding per Person/Unit Served: \$3,499.65/person

ESG Component	Budget	Individuals to be Served
Street Outreach		
Rapid Rehousing	\$57,390	10
Homelessness Prevention	103,594	36
Emergency Shelter		
Total	\$160,984	46

Program Description:

The Caseworker Services Program provides case management services, which includes crisis intervention, community outreach and a wide range of homeless and homelessness prevention services to low-income residents. Services may include motel vouchers, rental assistance (rent in arrears to prevent eviction), late fees, security deposits, utility assistance, food and other supportive services. A minimum of 46 individuals will receive homeless and homelessness prevention assistance.

* The City will reduce or increase this applicant's award based on actual funding received to maximize ESG award, with a not to exceed award equal to amount requested.

City of Moreno Valley
 Fiscal Year 2019/20
 Emergency Solutions Grant (ESG)
 Applicant Program Description

Application Number: 6
Funding: ESG

Applicant: Social Work Action Group
Program: Homeless Street Outreach Program

FY 19/20 Recommended Funding: **\$90,000**

Requested Funding Amount: **\$102,000**
 Total # Person/Unit Served: 80
 MV # Person/Unit Served: 80
 Funding per Person/Unit Served: \$1,275/person

ESG Component	Budget	Individuals to be Served
Street Outreach	\$100,000	80
Rapid Rehousing		
Homelessness Prevention		
Emergency Shelter		
HMIS	2,000	
Total	\$102,000	80

Program Description:

Homeless Street Outreach to the chronically homeless is needed in the City of Moreno Valley, as this vital service is lacking in the city. According to the 2017 Point-in-Time Count, there were approximately 73 homeless unsheltered individuals in Moreno Valley. In 2018, approximately 77 unsheltered homeless individuals were counted, which resulted in a 5.5% increase. Furthermore, Riverside County Coordinated Entry System reveals the chronically homeless living on the streets and places not meant for human habitation are severely under-represented, lack the housing navigation, case management and housing advocacy representation to permanently get these individuals off the streets. Therefore, ESG funding is needed to provide consistent and effective homeless street outreach services to those who are truly vulnerable on the streets of Moreno Valley and improve the quality of life for all in the City of Moreno Valley.

City of Moreno Valley
 Fiscal Year 2019/20
 Emergency Solutions Grant (ESG)
 Applicant Program Description

Application Number: 7
Funding: ESG

Applicant: The Salvation Army
Program: Homeless 2 Work Program - Street Outreach

FY 19/20 Recommended Funding: **\$0**

Requested Funding Amount: **\$80,000**
 Total # Person/Unit Served: 60
 MV # Person/Unit Served: 60
 Funding per Person/Unit Served: \$1,333.33/person

ESG Component	Budget	Individuals to be Served
Street Outreach	\$80,000	60
Rapid Rehousing		
Homelessness Prevention		
Emergency Shelter		
Total	\$80,000	60

Program Description:

This program is intended to provide the part-time employment (2 days, 5 hours a day, per week) of up to six homeless individuals at a time. The individuals will work on beautifying the city through projects identified by the city. The Salvation Army will employ the individuals, provide supervision during work and offer additional supportive services as needed

City of Moreno Valley
 Fiscal Year 2019/20
 Emergency Solutions Grant (ESG)
 Applicant Program Description

Application Number: 8
Funding: ESG

Applicant: United States Veterans Initiative (ESG)
Program: U.S. VETS Emergency Shelter Program

FY 19/20 Recommended Funding: **\$0**

Requested Funding Amount: **\$60,670**
 Total # Person/Unit Served: 25
 MV # Person/Unit Served: 25
 Funding per Person/Unit Served: \$2,426.80/person

ESG Component	Budget	Individuals to be Served
Street Outreach		
Rapid Rehousing		
Homelessness Prevention		
Emergency Shelter	\$60,670	25
Total	\$60,670	25

Program Description:

U.S.VETS is requesting funding to support our Emergency Shelter (ES) Program. At March Air Force Base, U.S.VETS currently has 6 emergency beds; these existing beds are consistently full, indicating the continued need for this program. The program provides emergency shelter for homeless veterans, serving as bridge housing and placing veterans in permanent housing within 90 days. The program includes emergency shelter, three meals a day, as well as U.S.VETS' successful model of individualized services and case management.

City of Moreno Valley
Fiscal Year 2019/20
Community Development Block Grant (CDBG)
Applicant Program Description

Application Number: 9
Funding: CDBG

Applicant: Assistance League of Riverside
Program: Operation School Bell

Funding Type: Public Service (Youth Services)
City Priority: Public Service
Public Service Priority: (5) Free/Low-Cost programs for School-Aged Youth

FY 19/20 Recommended Funding: **\$15,000**

Requested Funding Amount: **\$15,000**
Total # Person/Unit Served: 1,650
MV # Person/Unit Served: 330
Funding per Person/Unit Served: \$45.45/ Person

Program Description:

Operation School Bell is a program provided to elementary, middle, and high school students with a goal of assisting them in removing barriers to learning. Since 1967 we have provided new school clothes, shoes, backpacks, school supplies, hygiene kits, and reading books to homeless and economically disadvantaged children. Students are referred by school personnel from eight school districts, with approximately one-fifth of the children coming from the Moreno Valley School District (about 330 students). Elementary school students come to our facility to “shop” with the aid of our trained volunteers. The amount of goods each child receives is estimated to cost about \$97. Middle and high school students are served at a local JCPenney store (one of which is in Moreno Valley) where there are more styles and sizes. With oversight from a trained volunteer, students shop for up to \$120 worth of school clothing. The purpose of Operation School Bell (OSB) is to provide economically disadvantaged and homeless children with appropriate clothing and personal hygiene items necessary to attend school with pride and dignity.

Attachment: Moreno Valley Application Review and Funding Recommendations-2019-2020 (3502 : PUBLIC HEARING TO APPROVE CDBG,

City of Moreno Valley
Fiscal Year 2019/20
Community Development Block Grant (CDBG)
Applicant Program Description

Application Number: 10
Funding: CDBG

Applicant: Boys & Girls Club of Greater Redlands-Riverside
Program: After-School Programs and Healthy Snack

Funding Type: Public Service (Youth Services)
City Priority: Public Service
Public Service Priority: (5) Free/Low-Cost programs for School-Aged Youth

FY 19/20 Recommended Funding: **\$0**

Requested Funding Amount: **\$10,000**
Total # Person/Unit Served: 50
MV # Person/Unit Served: 50
Funding per Person/Unit Served: \$200/person

Program Description:

The Club operates after-school programs for youth ages 6-18 at Casitas del Valle, a public housing complex on Lamos Place north of the 60. Programs are offered three days a week and are open to all youth. The Club offers programs at Casitas del Valle through an agreement with the Coachella Valley Housing Coalition.

Requested funds would pay Club staff members to run programs from 3-6 p.m. three days a week during the school year and all day during summer; pay for a daily healthy snack; and pay for program materials like curriculum and materials for art and STEM activities.

The funds would allow the Club to continue serving more youth around the Casitas complex and Moreno Valley. Club programs include homework help, career and college exploration, STEM, physical activity, cooking, and leadership and character development. The snack/meal program provides a nutritious snack after school and a meal during summer.

Attachment: Moreno Valley Application Review and Funding Recommendations-2019-2020 (3502 : PUBLIC HEARING TO APPROVE CDBG,

City of Moreno Valley
Fiscal Year 2019/20
Community Development Block Grant (CDBG)
Applicant Program Description

Application Number: 11
Funding: CDBG

Applicant: City of Moreno Valley - Purchasing and Facilities Division*
Program: ADA Improvements at City Facilities

Funding Type: Public Facilities and Improvements
City Priority: Capital Improvements
Public Service Priority: n/a

FY 19/20 Recommended Funding: **\$150,000**

Requested Funding Amount: **\$1,312,736**
Total # Person/Unit Served: n/a
MV # Person/Unit Served: n/a
Funding per Person/Unit Served: n/a

Program Description:

The Americans with Disabilities Act (ADA) requires that local government shall responsibly ensure equal access to its public facilities for all people, especially those with disabilities. The City of Moreno Valley was established in 1984 and much of its infrastructure pre-dates incorporation. Thus, with the notable amount of existing non-ADA compliant access, the transition from non-ADA compliance to full ADA-Compliance, citywide, is a process requiring a fair amount of time. The City of Moreno Valley has developed an ADA Transition Plan demonstrating its commitment to ensuring equal access for all in accordance with the Americans with Disabilities Act Title II Regulations. In 2014, the City hired a consultant, Disability Access Consultants (DAC), to evaluate and update the City's ADA Transition Plan which included examination of the City's public right of way. The City completed a comprehensive accessibility survey of City buildings, parks, facilities and other infrastructure accesses within the public right of way. The facilities most frequently used by the public include the City's Main Library, City Hall, Animal Shelter and community centers, including, The Conference and Recreation Center, Cottonwood Golf Center, Towngate Community Center. Each of these locations provides the public with various services, and many provide recreational activities and classes which are attended by a range of demographics, to include children and elderly individuals. There is a total of \$1,412,736 in estimated construction costs required for these facilities. The City applied for funding to cover the cost of these repairs in the 18-19 Fiscal year, and received an award of \$400,000, leaving approximately \$1,012,736 in unfunded needed improvements.

* As a second priority, the City will increase this applicant's award based on actual funding received or prior year uncommitted funds if funds become available, with a not to exceed award for amount applied for.

City of Moreno Valley
 Fiscal Year 2019/20
 Community Development Block Grant (CDBG)
 Applicant Program Description

Application Number: 12
Funding: CDBG

Applicant: City of Moreno Valley - Economic Development Dept.
Program: Employment Resource Center

Funding Type: Public Service (Employment Training)
 City Priority: Public Service
 Public Service Priority: (4) Employment Services/Programs and Job (Skills) Training

FY 19/20 Recommended Funding: **\$0**

Requested Funding Amount: **\$75,000**
 Total # Person/Unit Served: 800
 MV # Person/Unit Served: 592
 Funding per Person/Unit Served: \$126.68/person

Program Description:

In the last five years, Moreno Valley has created over 17,000 new jobs through new business attraction and business expansion. While the City is a regional leader in job growth, it is the Moreno Valley Employment Resource Center (ERC) at the heart of ensuring that Moreno Valley residents have access to new jobs through the Hire MoVal program.

The ERC provides jobseekers with access to critical resources necessary to obtain employment in today's competitive job market like resume and interview workshops. They also have access to onsite educational partners who are ready to enroll jobseekers into programs needed to improve their quality of life.

For Moreno Valley's biggest employers, like Amazon, Deckers Outdoor and Karma, the ERC is the central hub for recruitments and trainings. The requested CDBG funds will be used to fund a portion of the ERC's operating expenses for workshops, career development services and job recruitments.

Attachment: Moreno Valley Application Review and Funding Recommendations-2019-2020 (3502 : PUBLIC HEARING TO APPROVE CDBG,

City of Moreno Valley
Fiscal Year 2019/20
Community Development Block Grant (CDBG)
Applicant Program Description

Application Number: 13
Funding: CDBG

Applicant: City of Moreno Valley- Maintenance And Operations
Program: Area Litter Abatement

Funding Type: Public Facilities and Improvements
City Priority: Capital Improvements
Public Service Priority: n/a

FY 19/20 Recommended Funding: **\$0**

Requested Funding Amount: **\$30,000**
Total # Person/Unit Served: n/a
MV # Person/Unit Served: n/a
Funding per Person/Unit Served: n/a

Program Description:

This program would provide litter removal services within the CDBG target areas for the City of Moreno Valley. Our efforts would improve the overall livability, safety, and economic development of our CDBG target areas and would beautify the areas that have litter within the public right-of-way. We will utilize contract services to perform periodic litter removal for the litter abatement locations, as shown in the map attached to the Grant Application. This will provide a cost-effective and efficient program due to the experience and expertise that is demonstrated by contractors who specialize in litter removal. We anticipate an estimated frequency of 4-6 times per year for litter abatement activities, dependent upon the pricing for contract services. Our goal would be to provide litter removal for 14.6 miles of right-of-way within a 12-month period. The City's primary role would be to perform overall contract administration to monitor the program goals and objectives.

Attachment: Moreno Valley Application Review and Funding Recommendations-2019-2020 (3502 : PUBLIC HEARING TO APPROVE CDBG,

City of Moreno Valley
Fiscal Year 2019/20
Community Development Block Grant (CDBG)
Applicant Program Description

Application Number: 14
Funding: CDBG

Applicant: City of Moreno Valley Public Works Dept.
Program: Heacock St Pedestrian & Bicycle Facility Enhancements

Funding Type: Public Facilities and Improvements
City Priority: Capital Improvements
Public Service Priority: n/a

FY 19/20 Recommended Funding: **\$0**

Requested Funding Amount: **\$200,000**
Total # Person/Unit Served: n/a
MV # Person/Unit Served: n/a
Funding per Person/Unit Served: n/a

Program Description:

This project will provide American with Disabilities Act (ADA) compliant and safety-enhanced walking and bicycling facilities including pavement widening, sidewalk, curb, gutter, pedestrian ramp upgrades, relocation of existing roadside utilities and striped bike lane on Heacock Street south of Gregory Lane. The surrounding areas are generally built out with residential homes and full street improvements with sidewalks. The missing facilities on the east side have created a gap in the walking path for pedestrians. Pedestrians have been walking on an uneven dirt shoulder which is subject to mudding after rain event or inconveniently crossing to the west side. The proposed facilities will provide a safe continuous path encouraging pedestrians to walk or bike to local residences, senior living, businesses, medical centers, schools, parks, public transportation stops, and more, located within walking distance from the residences near this project. The proposed facilities are in the direct response to concerns voiced by a local constituent who is in a wheelchair having a difficult time passing through this location. Additionally, in the current condition, the street/pavement width is too narrow at the project location and there is not enough room for a striped bike lane. This project will allow for the installation of a northbound bike lane in Heacock Street. There are existing Class 2 bike lanes on Heacock Street both north and south of the project location. This project will provide missing link to connect the existing bicycle facilities, enhancing safety for cyclist and encourage ridership. The adjacent property owners support the project and have voluntarily dedicated the necessary right of way to the City in 2016.

Attachment: Moreno Valley Application Review and Funding Recommendations-2019-2020 (3502 : PUBLIC HEARING TO APPROVE CDBG,

City of Moreno Valley
Fiscal Year 2019/20
Community Development Block Grant (CDBG)
Applicant Program Description

Application Number: 15
Funding: CDBG

Applicant: City of Moreno Valley Public Works Dept.
Program: Flaming Arrow Storm Drain

Funding Type: Public Facilities and Improvements
City Priority: Capital Improvements
Public Service Priority: n/a

FY 19/20 Recommended Funding: **\$250,000**

Requested Funding Amount: **\$250,000**
Total # Person/Unit Served: n/a
MV # Person/Unit Served: n/a
Funding per Person/Unit Served: n/a

Program Description:

This project will mitigate existing flooding in Target areas by constructing the extension of an existing storm drain system, Line M-11 in the Sunnymead Master Drainage Area. The extension will provide 1200 linear feet of 24-inch diameter pipe starting from north of the Bay Avenue/Flaming Arrow Drive intersection where the 24-inch pipe will tie into the existing 42-inch diameter Line M-11 pipe. From the tie-in point, Line M-11 extension will proceed north in Flaming Arrow to Sweet Grass, head west in Sweet Grass to vacant land, proceed north across two vacant land parcels adjacent to two tracts, and install a catch basin on Saint Christopher. The requested funds are for approximately half the construction cost and would represent the City's share for construction. Riverside County Flood Control and Water Conservation District (RCFC&WCD) is expected to budget a portion of construction funds in the FY 2019/2020 budget.

Preliminary

Attachment: Moreno Valley Application Review and Funding Recommendations-2019-2020 (3502 : PUBLIC HEARING TO APPROVE CDBG,

City of Moreno Valley
Fiscal Year 2019/20
Community Development Block Grant (CDBG)
Applicant Program Description

Application Number: 16
Funding: CDBG

Applicant: City of Moreno Valley Public Works Dept.
Program: Cycle 8 Access Ramps Improvements

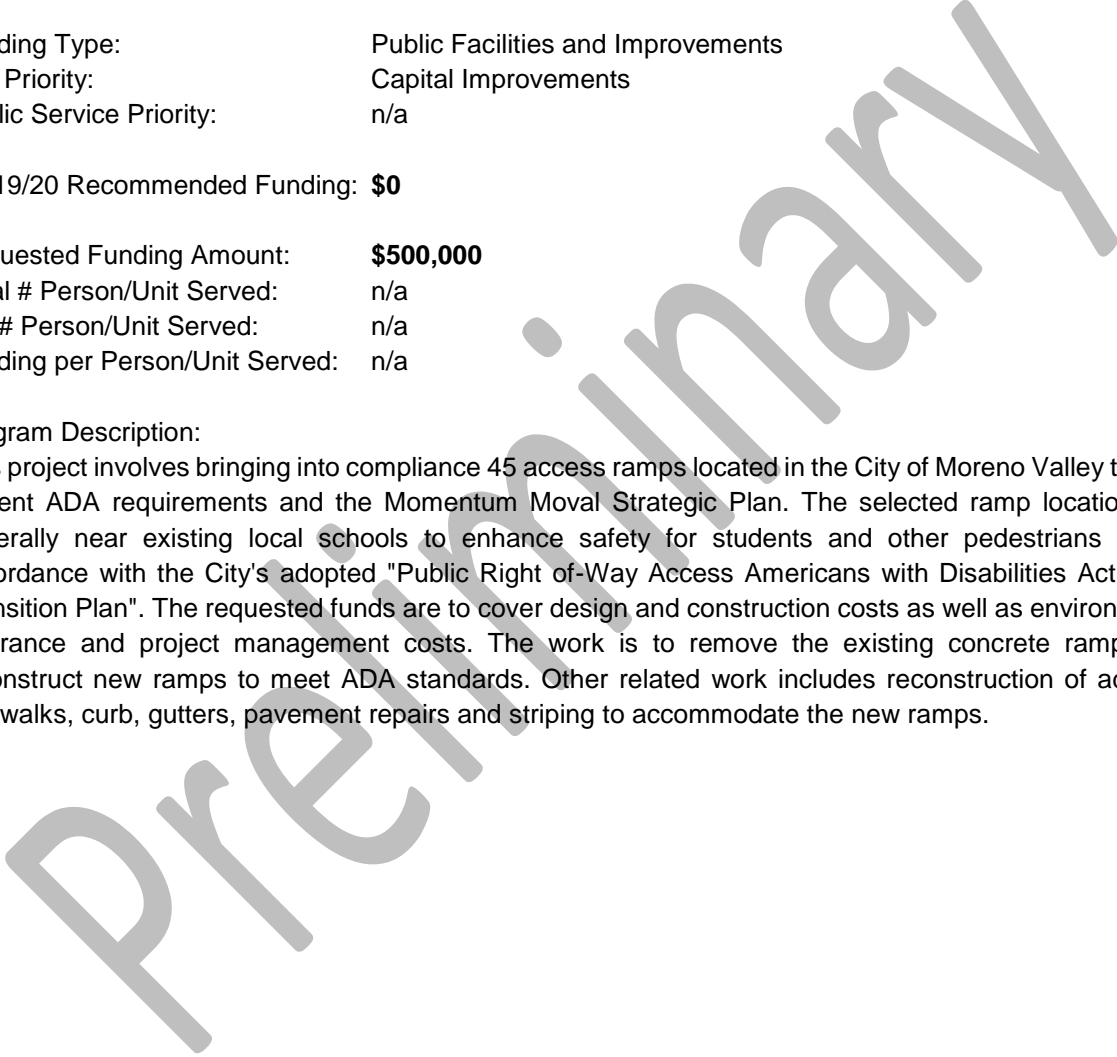
Funding Type: Public Facilities and Improvements
City Priority: Capital Improvements
Public Service Priority: n/a

FY 19/20 Recommended Funding: \$0

Requested Funding Amount: \$500,000
Total # Person/Unit Served: n/a
MV # Person/Unit Served: n/a
Funding per Person/Unit Served: n/a

Program Description:

This project involves bringing into compliance 45 access ramps located in the City of Moreno Valley to meet current ADA requirements and the Momentum Moval Strategic Plan. The selected ramp locations are generally near existing local schools to enhance safety for students and other pedestrians and in accordance with the City's adopted "Public Right of-Way Access Americans with Disabilities Act (ADA) Transition Plan". The requested funds are to cover design and construction costs as well as environmental clearance and project management costs. The work is to remove the existing concrete ramps and reconstruct new ramps to meet ADA standards. Other related work includes reconstruction of adjacent sidewalks, curb, gutters, pavement repairs and striping to accommodate the new ramps.



Attachment: Moreno Valley Application Review and Funding Recommendations-2019-2020 (3502 : PUBLIC HEARING TO APPROVE CDBG,

City of Moreno Valley
Fiscal Year 2019/20
Community Development Block Grant (CDBG)
Applicant Program Description

Application Number: 17
Funding: CDBG

Applicant: City of Moreno Valley Public Works Dept.*
Program: Pavement Rehab for Various Local Streets

Funding Type: Public Facilities and Improvements
City Priority: Capital Improvements
Public Service Priority: n/a

FY 19/20 Recommended Funding: **\$866,290**

Requested Funding Amount: **\$2,000,000**
Total # Person/Unit Served: n/a
MV # Person/Unit Served: n/a
Funding per Person/Unit Served: n/a

Program Description:

This project will provide pavement rehabilitation for a total of approximately 70 local streets within the City's HUD-CDBG Low/Mod Census Tract 2017 areas. Pavement rehabilitation consists of the removal of 1.5-inch thick of existing asphalt concrete pavement surface and replacement of new asphalt concrete surface of same thickness for street areas that are severely distressed. Rehabilitation also includes the crack sealing and application of slurry seal for areas of street pavement that are less distressed. The project is to improve the street pavement and extend the service life of the pavement while enhancing the safety and aesthetic appearance of various communities within the HUD-CDBG Low/Mod Census Tract 2017 areas.

* As a top priority, the City will reduce/increase this applicant's award on actual funding received and/or based on any authorized repayment of disallowed costs from prior year CDBG expenditures, with a not to exceed award for amount applied for.

City of Moreno Valley
Fiscal Year 2019/20
Community Development Block Grant (CDBG)
Applicant Program Description

Application Number: 18
Funding: CDBG

Applicant: Fair Housing Council of Riverside County
Program: Landlord/Tenant Counseling

Funding Type: Public Service (Fair Housing Activities)
City Priority: Public Service
Public Service Priority: (6) Fair Housing

FY 19/20 Recommended Funding: **\$18,455**

Requested Funding Amount: **\$18,455**
Total # Person/Unit Served: 12,500
MV # Person/Unit Served: 4,500
Funding per Person/Unit Served: \$4.10/household

Program Description:

The Fair Housing Council of Riverside County, Inc., (FHCRC) proposes to provide comprehensive services which affirmatively address and promote landlord and tenant rights and further other housing opportunities for all persons without regard to race, color, age, national origin, religion, sex, familial status (presence of children), disability, ancestry, marital status, or other arbitrary factors.

The Mission is accomplished through three component areas under LANDLORD/TENANT services. These three components are

1. Education
2. Training and Technical Assistance
3. Enforcement

Preliminary

Attachment: Moreno Valley Application Review and Funding Recommendations-2019-2020 (3502 : PUBLIC HEARING TO APPROVE CDBG,

City of Moreno Valley
 Fiscal Year 2019/20
 Community Development Block Grant (CDBG)
 Applicant Program Description

Application Number: 19
Funding: CDBG

Applicant: Fair Housing Council of Riverside County
Program: Fair Housing Discrimination Services

Funding Type: Public Service (Fair Housing Activities)
 City Priority: Public Service
 Public Service Priority: (6) Fair Housing

FY 19/20 Recommended Funding: **\$39,217**

Requested Funding Amount: **\$39,217**
 Total # Person/Unit Served: 950
 MV # Person/Unit Served: 170
 Funding per Person/Unit Served: \$230.68/household

Program Description:

The Fair Housing Council of Riverside County, Inc., (FHCRC) proposes to offer a full menu of fair housing services which affirmatively address and promote fair housing rights and obligations as defined and articulated under the Federal Fair Housing Act and the California State Law Enactments under the Rumford and Unruh Civil Rights Acts.

FHCRC's Mission is to provide comprehensive services which affirmatively address and promote fair housing (anti-discrimination) rights and further other housing opportunities for all persons without regard to race, color, age, national origin, religion, sex, familial status (presence of children), disability, ancestry, marital status, or other arbitrary factors.

The Mission is accomplished through three component areas under both ANTIDISCRIMINATION and LANDLORD/TENANT services. These three components are

1. Education
2. Training and Technical Assistance
3. Enforcement

City of Moreno Valley
Fiscal Year 2019/20
Community Development Block Grant (CDBG)
Applicant Program Description

Application Number: 20
Funding: CDBG

Applicant: Family Service Association
Program: Senior Nutrition Program

Funding Type: Public Service (Senior Services)
City Priority: Public Service
Public Service Priority: (1) Basic Needs (Case Management for Food Program)

FY 19/20 Recommended Funding: **\$20,000**

Requested Funding Amount: **\$20,000**
Total # Person/Unit Served: 420
MV # Person/Unit Served: 420
Funding per Person/Unit Served: \$47.61/person

Program Description:

Family Service Association (FSA) Senior Nutrition Program provides seniors with one nutritionally balanced meal Monday- Friday. The meals are provided to seniors 62 years of age and older in a group setting at the City of Moreno Valley Senior Center. Meals are also provided through an in-home delivery service to seniors who are unable to visit the center because of illness, incapacity, disability, and a lack of transportation. With funding from the City of Moreno Valley, FSA will serve 420 unduplicated individuals.

Preliminary

Attachment: Moreno Valley Application Review and Funding Recommendations-2019-2020 (3502 : PUBLIC HEARING TO APPROVE CDBG,

City of Moreno Valley
Fiscal Year 2019/20
Community Development Block Grant (CDBG)
Applicant Program Description

Application Number: 21
Funding: CDBG

Applicant: Friends of Moreno Valley Senior Center
Program: Mo-Van Senior Transportation Program

Funding Type: Public Service (Senior Services)
City Priority: Public Service
Public Service Priority: (3) Low-Cost Transportation

FY 19/20 Recommended Funding: **\$55,000**

Requested Funding Amount: **\$76,000**
Total # Person/Unit Served: 4,700
MV # Person/Unit Served: 4,700
Funding per Person/Unit Served: \$16.17/per person

Program Description:

The Senior Van Transportation Program utilizes the "MoVan" to transport senior citizens over the age of 60 + years old and disabled adults to the Moreno Valley Senior Center and necessary destinations for non-emergency medical, dental, optical appointments and monthly Farmers Market, The Salvation Army for food pantry goods, and Local Grocery Stores. Mo Van is a Paratransit bus providing "Curb to Curb Service" for up to (12) passengers and (2) wheel chair tie downs. The "Mo Van" provides low cost intra-city (non-ADA) service and covers a 20 mile radius. The fare is \$1.00 for one way trips and \$2.50 for one way trips outside of the city limits but no-one is turned away due to their inability to donate. The "MoVan" is available to transport Monday through Friday from 8:15am to 4:45pm. Riders must make reservations 24 hours in advance. The funds requested are needed to pay for the services of the sub-contractor to operate the MoVan Transportation Program.

Attachment: Moreno Valley Application Review and Funding Recommendations-2019-2020 (3502 : PUBLIC HEARING TO APPROVE CDBG,

City of Moreno Valley
Fiscal Year 2019/20
Community Development Block Grant (CDBG)
Applicant Program Description

Application Number: 22
Funding: CDBG

Applicant: GRID Alternatives
Program: Low-Income Solar Energy Assistance Program

Funding Type: Rehabilitation: Single Unit Residential
City Priority: Housing and Neighborhood Improvement Activities
Public Service Priority: n/a

FY 19/20 Recommended Funding: **\$75,000**

Requested Funding Amount: \$75,000
Total # Person/Unit Served: 10
MV # Person/Unit Served: 10
Funding per Person/Unit Served: \$7,500/household

Program Description:

GRID Alternatives will install 10 solar electric systems for low-income residents of Moreno Valley. Additionally, \$25,000 of the funds requested will provide roof repairs to make homes "solar ready" for up to 5 of the qualified homeowners. In the City of Moreno Valley 50% of homeowners who otherwise qualify are not eligible due to bad roofs. The solar electric systems will produce about 1.2 million kWh(dc) of energy saving these homeowners a combined \$290,000 over the next 25 years. Additionally, these systems will prevent 600 tons of greenhouse gases, equal to taking 110 car off the road for a year.

Preliminary

Attachment: Moreno Valley Application Review and Funding Recommendations-2019-2020 (3502 : PUBLIC HEARING TO APPROVE CDBG,

City of Moreno Valley
Fiscal Year 2019/20
Community Development Block Grant (CDBG)
Applicant Program Description

Application Number: 23
Funding: CDBG

Applicant: Habitat for Humanity
Program: A Brush with Kindness (ABWK)

Funding Type: Rehabilitation: Single Unit Residential

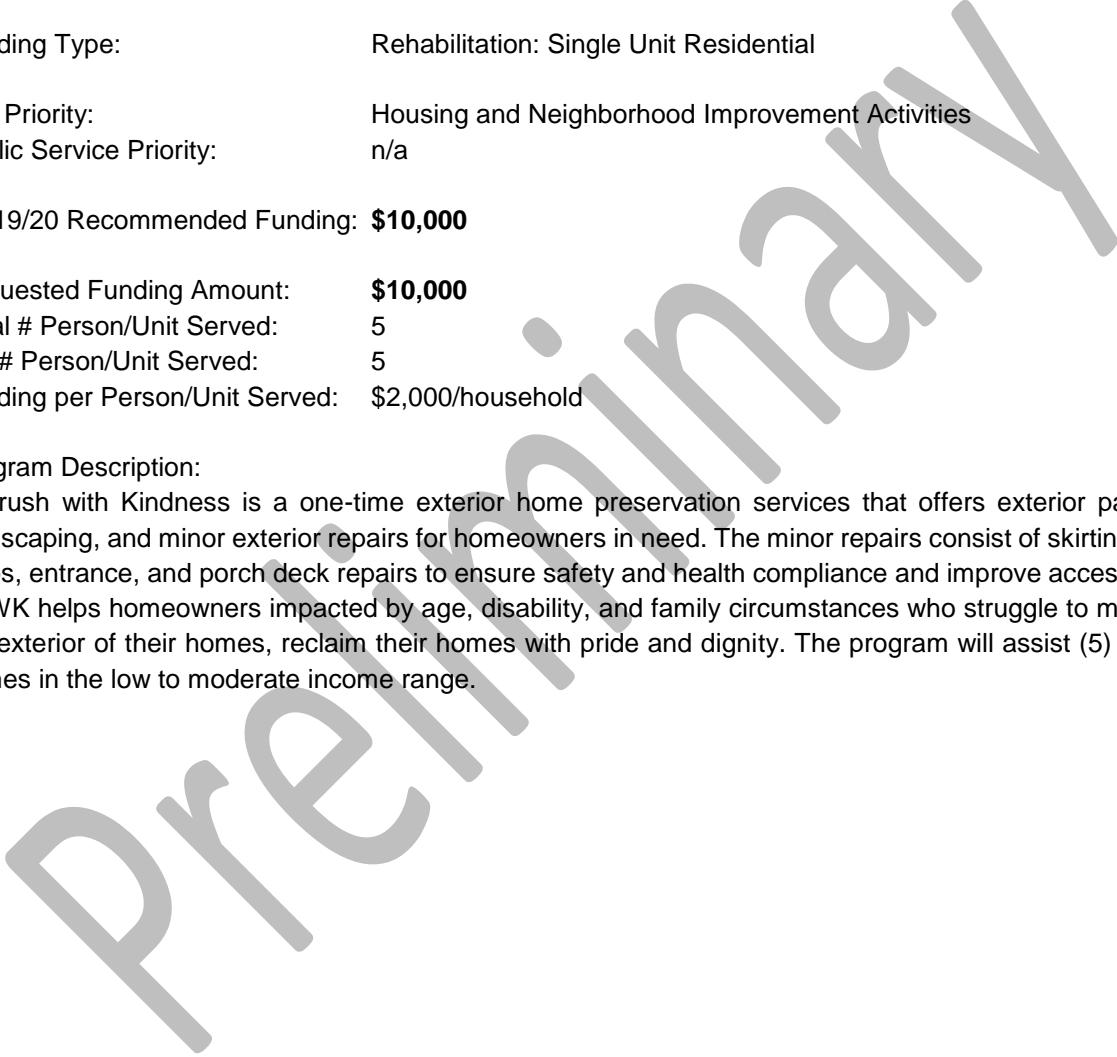
City Priority: Housing and Neighborhood Improvement Activities
Public Service Priority: n/a

FY 19/20 Recommended Funding: \$10,000

Requested Funding Amount: \$10,000
Total # Person/Unit Served: 5
MV # Person/Unit Served: 5
Funding per Person/Unit Served: \$2,000/household

Program Description:

A Brush with Kindness is a one-time exterior home preservation services that offers exterior painting, landscaping, and minor exterior repairs for homeowners in need. The minor repairs consist of skirting, trim, steps, entrance, and porch deck repairs to ensure safety and health compliance and improve accessibility. ABWK helps homeowners impacted by age, disability, and family circumstances who struggle to maintain the exterior of their homes, reclaim their homes with pride and dignity. The program will assist (5) mobile homes in the low to moderate income range.



Attachment: Moreno Valley Application Review and Funding Recommendations-2019-2020 (3502 : PUBLIC HEARING TO APPROVE CDBG,

City of Moreno Valley
Fiscal Year 2019/20
Community Development Block Grant (CDBG)
Applicant Program Description

Application Number: 24
Funding: CDBG

Applicant: HOPE Vision Center
Program: HOPE Summer Academy

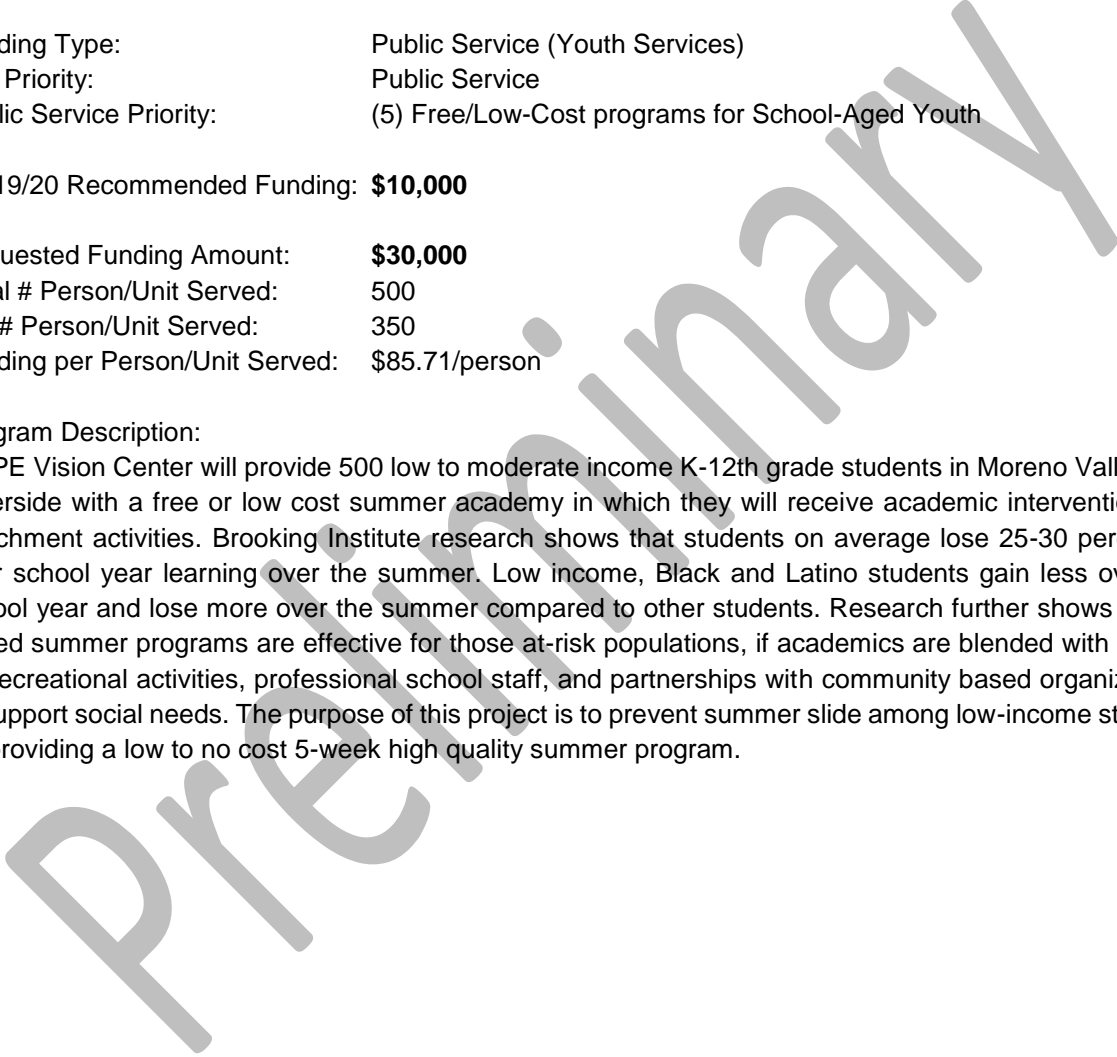
Funding Type: Public Service (Youth Services)
City Priority: Public Service
Public Service Priority: (5) Free/Low-Cost programs for School-Aged Youth

FY 19/20 Recommended Funding: \$10,000

Requested Funding Amount: \$30,000
Total # Person/Unit Served: 500
MV # Person/Unit Served: 350
Funding per Person/Unit Served: \$85.71/person

Program Description:

HOPE Vision Center will provide 500 low to moderate income K-12th grade students in Moreno Valley and Riverside with a free or low cost summer academy in which they will receive academic intervention and enrichment activities. Brookings Institute research shows that students on average lose 25-30 percent of their school year learning over the summer. Low income, Black and Latino students gain less over the school year and lose more over the summer compared to other students. Research further shows school based summer programs are effective for those at-risk populations, if academics are blended with hands-on recreational activities, professional school staff, and partnerships with community based organizations to support social needs. The purpose of this project is to prevent summer slide among low-income students by providing a low to no cost 5-week high quality summer program.



Attachment: Moreno Valley Application Review and Funding Recommendations-2019-2020 (3502 : PUBLIC HEARING TO APPROVE CDBG,

City of Moreno Valley
Fiscal Year 2019/20
Community Development Block Grant (CDBG)
Applicant Program Description

Application Number: 25
Funding: CDBG

Applicant: Moreno Valley Police Department*
Program: Community Betterment Through CDBG Funding and POP Based Policing

Funding Type: Public Service (Crime Awareness/Prevention)
City Priority: Public Service
Public Service Priority: (2) Community Public Safety Programs

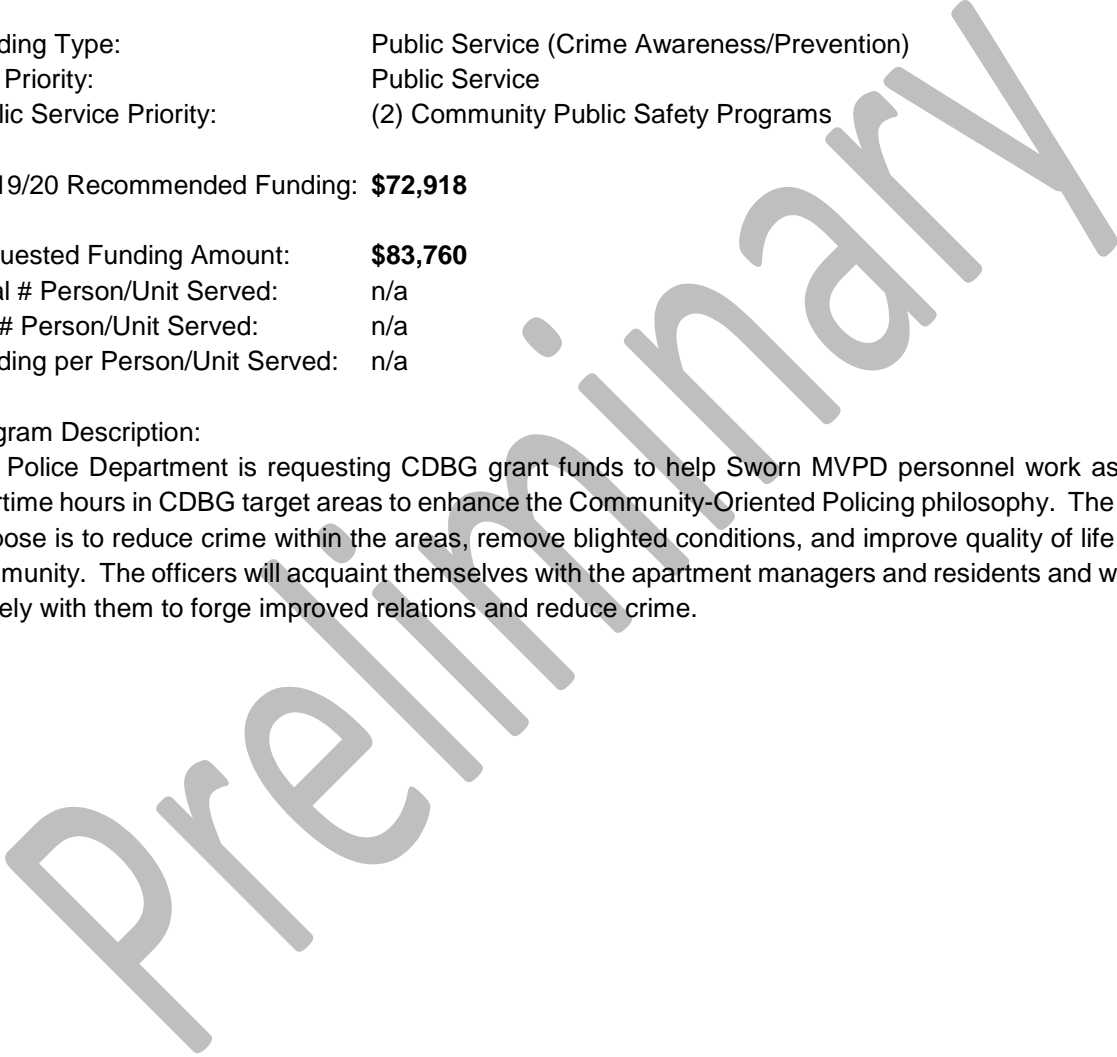
FY 19/20 Recommended Funding: **\$72,918**

Requested Funding Amount: **\$83,760**
Total # Person/Unit Served: n/a
MV # Person/Unit Served: n/a
Funding per Person/Unit Served: n/a

Program Description:

The Police Department is requesting CDBG grant funds to help Sworn MVPD personnel work assigned overtime hours in CDBG target areas to enhance the Community-Oriented Policing philosophy. The overall purpose is to reduce crime within the areas, remove blighted conditions, and improve quality of life for the community. The officers will acquaint themselves with the apartment managers and residents and will work closely with them to forge improved relations and reduce crime.

* The City will reduce or increase this applicant's award based on actual funding received to comply with the Public Service cap limit of 15%, with a not to exceed award of \$83,760.



City of Moreno Valley
Fiscal Year 2019/20
Community Development Block Grant (CDBG)
Applicant Program Description

Application Number: 26
Funding: CDBG

Applicant: Operation SafeHouse
Program: Emergency Shelter for Youth

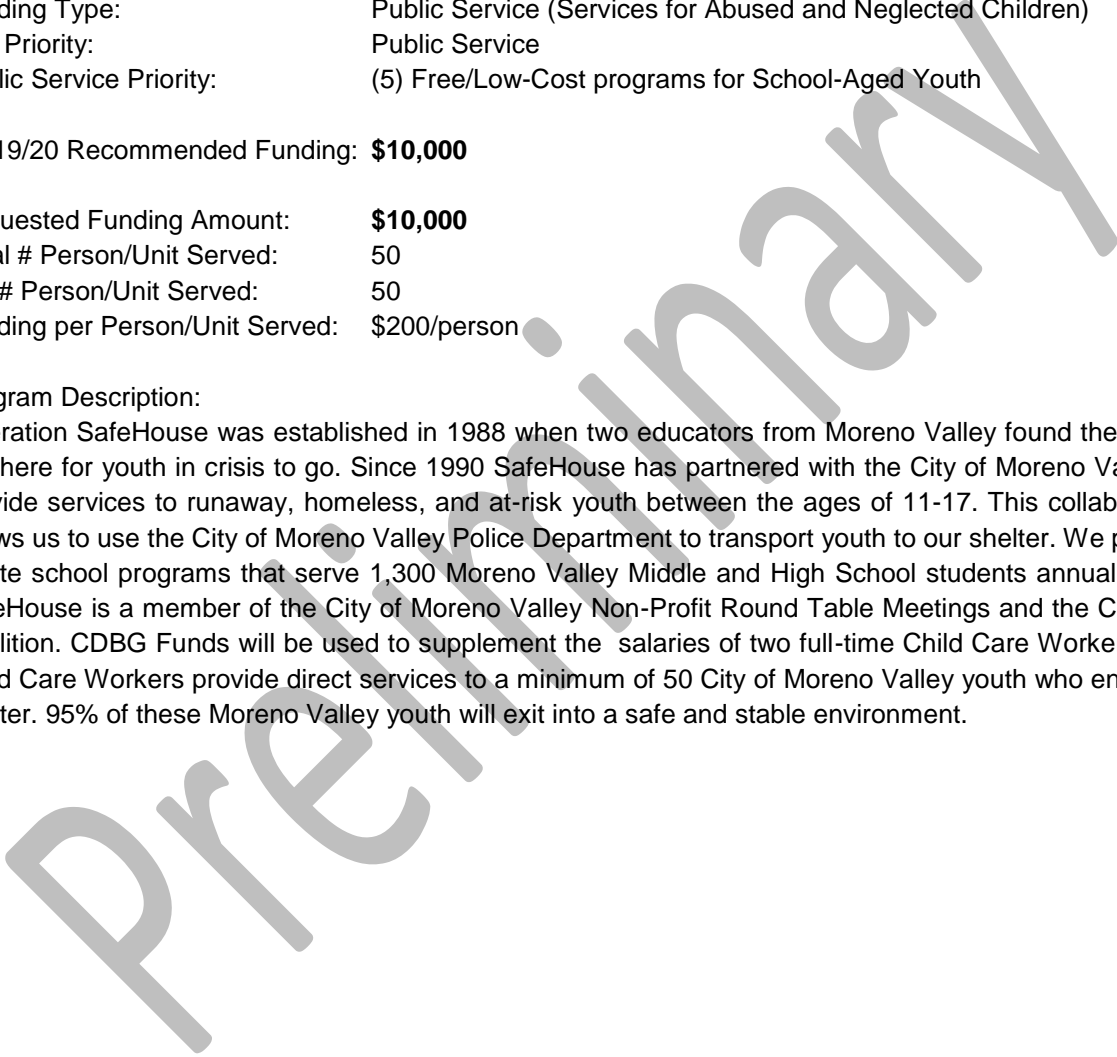
Funding Type: Public Service (Services for Abused and Neglected Children)
City Priority: Public Service
Public Service Priority: (5) Free/Low-Cost programs for School-Aged Youth

FY 19/20 Recommended Funding: **\$10,000**

Requested Funding Amount: \$10,000
Total # Person/Unit Served: 50
MV # Person/Unit Served: 50
Funding per Person/Unit Served: \$200/person

Program Description:

Operation SafeHouse was established in 1988 when two educators from Moreno Valley found there was nowhere for youth in crisis to go. Since 1990 SafeHouse has partnered with the City of Moreno Valley to provide services to runaway, homeless, and at-risk youth between the ages of 11-17. This collaboration allows us to use the City of Moreno Valley Police Department to transport youth to our shelter. We provide onsite school programs that serve 1,300 Moreno Valley Middle and High School students annually, and SafeHouse is a member of the City of Moreno Valley Non-Profit Round Table Meetings and the Citywide Coalition. CDBG Funds will be used to supplement the salaries of two full-time Child Care Workers. The Child Care Workers provide direct services to a minimum of 50 City of Moreno Valley youth who enter our shelter. 95% of these Moreno Valley youth will exit into a safe and stable environment.



Attachment: Moreno Valley Application Review and Funding Recommendations-2019-2020 (3502 : PUBLIC HEARING TO APPROVE CDBG,

City of Moreno Valley
Fiscal Year 2019/20
Community Development Block Grant (CDBG)
Applicant Program Description

Application Number: 27
Funding: CDBG

Applicant: Riverside Area Rape Crisis Center
Program: Child Abuse Prevention Program

Funding Type: Public Service (Services for Abused and Neglected Children)
City Priority: Public Service
Public Service Priority: (5) Free/Low-Cost programs for School-Aged Youth

FY 19/20 Recommended Funding: **\$14,454**

Requested Funding Amount: **\$14,454**
Total # Person/Unit Served: 15,500
MV # Person/Unit Served: 8,000
Funding per Person/Unit Served: \$1.80/person

Program Description:

The Riverside Area Rape Crisis Center (RARCC) Child Abuse Prevention Program (CAP) will provide prevention education presentations to approximately 8000 students in Moreno Valley schools, including in special education and bilingual classrooms. CAP provides age appropriate education on prevention and appropriate response for physical, verbal and sexual abuse and neglect, and on how to report and seek help. Elementary age programs educate children and parents on safety, good versus bad secrets, personal boundaries, assertiveness, and the “No, Run, Tell” prevention paradigm, as well as basic self-defense. Programs for older students educate on forms of sexual harassment and assault, emphasizing assertiveness training, self-defense, and respect for boundaries. CAP is continuing to expand capacity for its successful youth clubs: “My Strength” for young men and “Be Strong” for young women, which give young adults leadership tools for preventing and ending violence, sexual harassment and sexual assault in their peer group.

Attachment: Moreno Valley Application Review and Funding Recommendations-2019-2020 (3502 : PUBLIC HEARING TO APPROVE CDBG,

City of Moreno Valley
Fiscal Year 2019/20
Community Development Block Grant (CDBG)
Applicant Program Description

Application Number: 28
Funding: CDBG

Applicant: The Hole in Wall Inc.
Program: Community Homeless Solution

Funding Type: Public Service (Homelessness Services)
City Priority: Public Service
Public Service Priority: (1) Basic Needs (Homelessness Services)

FY 19/20 Recommended Funding: **\$0**

Requested Funding Amount: \$25,000
Total # Person/Unit Served: 40
MV # Person/Unit Served: 40
Funding per Person/Unit Served: \$625/person

Program Description:

The Hole in Wall Inc. (THIW) provides a safe environment for the homeless to come and get resources to help them get on their feet, and become productive members of the community. THIW provides bus pass, food vouchers, clothing give away for job search, an address to receive mail services, and focus on human development, with client case management plus for substance abuse case we have 12 step meeting 3 a day 7 days a week. The grant allows THIW to pay operating expense as a day care facility for the city.

Preliminary

Attachment: Moreno Valley Application Review and Funding Recommendations-2019-2020 (3502 : PUBLIC HEARING TO APPROVE CDBG,

City of Moreno Valley
Fiscal Year 2019/20
Community Development Block Grant (CDBG)
Applicant Program Description

Application Number: 29
Funding: CDBG

Applicant: The Salvation Army
Program: Homeless 2 Work Program- Food Pantry

Funding Type: Public Services (Food Bank)
City Priority: Public Service
Public Service Priority: (1) Basic Needs (Food Program)

FY 19/20 Recommended Funding: \$0

Requested Funding Amount: \$10,000
Total # Person/Unit Served: Not Provided
MV # Person/Unit Served: Not Provided
Funding per Person/Unit Served: Not Provided

Program Description:

Through our social service program we offer a food pantry to help individuals and their families in need. The pantry is open 12:00pm – 3:00pm Monday, Tuesday, Wednesday and Friday. Clients can access the pantry once every 30 days. The requested funding will make it possible to offer hours to our pantry worker allowing him the necessary time to pick up donations and supervise volunteers who help sort through donations and make up our food bags and homeless lunches. We would love to hire a part time employee to help with the pick-ups, sorting and general management of the food pantry.

Preliminary

Attachment: Moreno Valley Application Review and Funding Recommendations-2019-2020 (3502 : PUBLIC HEARING TO APPROVE CDBG,

City of Moreno Valley
Fiscal Year 2019/20
Community Development Block Grant (CDBG)
Applicant Program Description

Application Number: 30
Funding: CDBG

Applicant: The Salvation Army
Program: Homeless 2 Work Program (Census Tract Area Cleanup)

Funding Type: Interim Assistance
City Priority: Housing and Neighborhood Improvement Activities
Public Service Priority: n/a

FY 19/20 Recommended Funding: **\$30,000**

Requested Funding Amount: **\$30,000**
Total # Person/Unit Served: n/a
MV # Person/Unit Served: n/a
Funding per Person/Unit Served: n/a

Program Description:

The purpose and goal of this program is to assist in the provision of clean-up services in the City of Moreno Valley. The sites will be identified by Waste Management. The Salvation Army will provide supervision and transportation of the employees hired to perform the clean-up. We seek to provide at least ninety days of clean-up throughout the year. This program will help to enhance the beauty of the City of Moreno Valley

Preliminary

Attachment: Moreno Valley Application Review and Funding Recommendations-2019-2020 (3502 : PUBLIC HEARING TO APPROVE CDBG,

City of Moreno Valley
Fiscal Year 2019/20
Community Development Block Grant (CDBG)
Applicant Program Description

Application Number: 31
Funding: CDBG

Applicant: United States Veterans Initiative (CDBG)
Program: Veterans In Progress (VIP)-Transitional Housing Assitance

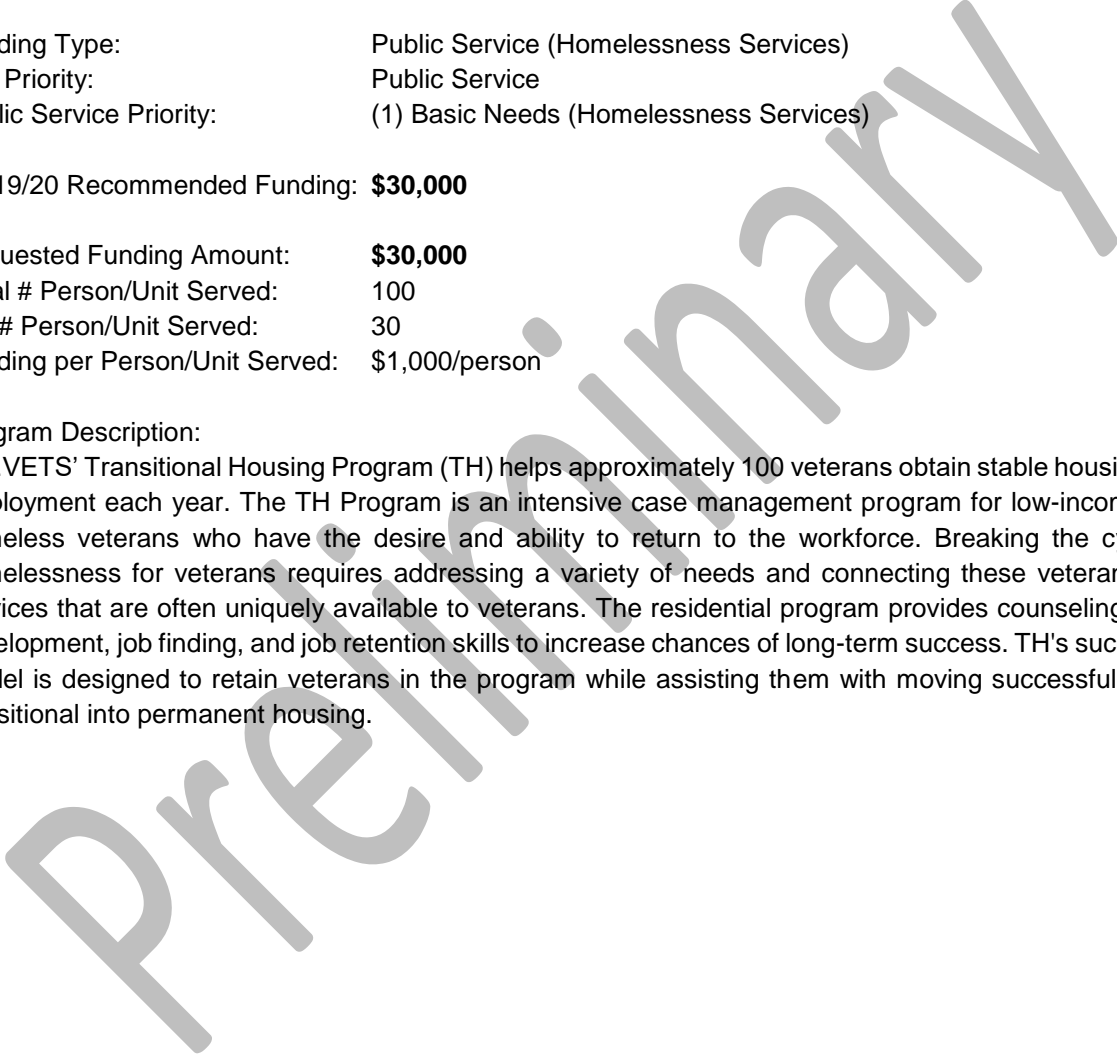
Funding Type: Public Service (Homelessness Services)
City Priority: Public Service
Public Service Priority: (1) Basic Needs (Homelessness Services)

FY 19/20 Recommended Funding: **\$30,000**

Requested Funding Amount: \$30,000
Total # Person/Unit Served: 100
MV # Person/Unit Served: 30
Funding per Person/Unit Served: \$1,000/person

Program Description:

U.S.VETS' Transitional Housing Program (TH) helps approximately 100 veterans obtain stable housing and employment each year. The TH Program is an intensive case management program for low-income and homeless veterans who have the desire and ability to return to the workforce. Breaking the cycle of homelessness for veterans requires addressing a variety of needs and connecting these veterans with services that are often uniquely available to veterans. The residential program provides counseling, skills development, job finding, and job retention skills to increase chances of long-term success. TH's successful model is designed to retain veterans in the program while assisting them with moving successfully from transitional into permanent housing.



Attachment: Moreno Valley Application Review and Funding Recommendations-2019-2020 (3502 : PUBLIC HEARING TO APPROVE CDBG,

City of Moreno Valley
Fiscal Year 2019/20
Community Development Block Grant (CDBG)
Applicant Program Description

Application Number: 32
Funding: CDBG

Applicant: Voices for Children
Program: Court Appointed Special Advocate (CASA) Program

Funding Type: Public Service (Services for Abused and Neglected Children)
City Priority: Public Service
Public Service Priority: (5) Free/Low-Cost programs for School-Aged Youth

FY 19/20 Recommended Funding: **\$30,000**

Requested Funding Amount: **\$30,000**
Total # Person/Unit Served: 450
MV # Person/Unit Served: 15
Funding per Person/Unit Served: \$2,000/person

Program Description:

A \$30,000 grant from the City of Moreno Valley would provide a volunteer Court Appointed Special Advocate (CASA) to 15 foster children in the City of Moreno Valley for a full year, representing approximately 1,875 hours of direct advocacy service. This grant would partially fund salaries for the fulltime professional staff members overseeing the cases of Moreno Valley foster children and directly supervising their CASAs. Under the FY19-20 budget structure, the costs to recruit, screen, train, and carefully supervise each CASA are approximately \$2,000. These costs are primarily for the staffing needed to support CASAs' work, as volunteer court advocacy is a labor-intensive undertaking. Paid staff supervise up to 40-45 CASAs each and help them to prepare written reports to dependency judges. The reports are a critical resource for the judges in making decisions about such important issues as a child's sibling visits, education, therapy, and permanent home placement. CASAs research their case child's court files, have conversations with the child, and conduct interviews with stakeholders such as caregivers, therapists, teachers, and social workers. CASAs also help their case children in school, escort them to medical appointments, and take them on fun outings. Unlike social workers who are inundated with numerous cases, CASAs are matched one-on-one with a child or sibling group. CASAs are vital in providing safety, stability and hope for foster children.

Attachment: Moreno Valley Application Review and Funding Recommendations-2019-2020 (3502 : PUBLIC HEARING TO APPROVE CDBG,

City of Moreno Valley
Fiscal Year 2019/20
Community Development Block Grant (CDBG)
Applicant Program Description

Application Number: 33
Funding: CDBG

Applicant: University Enterprises Corporation at CSUSB / Inland Empire SBDC
Program: Inland Empire Small Business Development

Funding Type: Economic Development
City Priority: Economic Development ActivitiesPublic Service
Public Service Priority: n/a

FY 19/20 Recommended Funding: **\$33,900**

Requested Funding Amount: \$33,900
Total # Person/Unit Served: 175
MV # Person/Unit Served: 150
Funding per Person/Unit Served: \$226/person

Program Description:

During the course of the fiscal year, the Inland Empire SBDC will provide 75 one-on-one confidential business counseling sessions with existing and startup small. Conduct 10-11 workshops and help 75 low-to moderate income individuals via the free consulting services and group training. IESBDC will start at least three new businesses and help Moreno Valley companies create 10 to 15 new jobs and retain another dozen jobs.

Preliminary

Attachment: Moreno Valley Application Review and Funding Recommendations-2019-2020 (3502 : PUBLIC HEARING TO APPROVE CDBG,



Report to City Council

TO:

FROM: Richard J. Sandzimier, Community Development Director

AGENDA DATE: April 16, 2019

TITLE: GENERAL PLAN AMENDMENT AND CHANGE OF ZONE FOR APPROXIMATELY 19.7 ACRES OF THE WESTERLY PORTION OF A 36.8 ACRE PROJECT SITE AND A PLOT PLAN FOR A 768,000 SQUARE FOOT INDUSTRIAL LOGISTICS BUILDING AND ASSOCIATED SITE IMPROVEMENTS ON THE 36.8 ACRES FOR PHASE 2 OF HIGHLAND FAIRVIEW CORPORATE PARK

RECOMMENDED ACTION

Recommendations: That the City Council:

1. ADOPT Resolution No. 2019-XX to Certify the Addendum to the previously adopted Highland Fairview Corporate Park Environmental Impact Report for Plot Plan (PEN18-0254), General Plan Amendment (PEN18-0191), and Change of Zone (PEN18-0192), and readopt the Statement of Overriding Considerations previously adopted in February 2009 in that the overriding considerations still apply to the project; and
2. ADOPT Resolution No. 2019-XX approving a General Plan Amendment (PEN18-0191) changing the land use designation from Commercial (C) to Business Park (BP) for 19.7-acres located at the northeast corner of Redlands Boulevard and Eucalyptus Avenue, as shown on the General Plan Land Use Map attached as Exhibit A to the resolution; and adding additional General Plan text to Section 5.1 of the Circulation Element, as well as new Policy 5.5.12 of Chapter 9 Goal and Objectives of the General Plan; and
3. INTRODUCE and conduct the first reading by title only of Ordinance No. 2019-XX approving a Change of Zone (PEN18-0192), changing the zoning designation from Community Commercial (CC) to Business Park (BP) for a 19.7-acre site located at the northeast corner of Redlands Boulevard and

Eucalyptus Avenue, as shown on the Zoning Map attached as Exhibit A to the ordinance; and

4. ADOPT Resolution No. 2019-XX approving Plot Plan application PEN18-0254, for a 768,000 square foot industrial building based on the findings contained in the resolution and subject to the conditions of approval included as Exhibit A; and
5. SCHEDULE the introduced Ordinance for second reading and adoption at the next regular City Council meeting.

SUMMARY

The applicant, Highland Fairview, is requesting approval for the development of the second phase of Highland Fairview Corporate Park (HFCP) located at the northeast corner of Redlands Boulevard and Eucalyptus Avenue in the Rancho Belago area of Moreno Valley. The proposal would entitle development of a 768,000 square foot industrial logistics building on 36.8 acres of currently vacant property just west of the existing Skechers facility in the east end of the City. The project requires a General Plan Amendment to change the land use designation of a portion of the site from Commercial to Business Park, and a Zone Change to change the zoning designation from Community Commercial to Light Industrial for the approximate 19.7 acres that make up the west end of the project site. The remaining acres of the project site will retain their Business Park designations. The proposed General Plan Amendment also includes a proposed modification to the text of the General Plan Circulation Element (Chapter 5) and the General Plan Goals and Objectives (Chapter 9) to clarify that the use of innovative design solutions including roundabouts can be considered and implemented.

The proposed industrial site layout includes a high quality building footprint and elevations, requisite parking and on-site circulation, landscape and a conceptual water feature. Off-site road design concepts include roundabouts at the intersections of Redlands Boulevard and Eucalyptus Avenue and on Eucalyptus Avenue between Redlands Boulevard and World Logistics Center Parkway at the main entrance to the future development that may be built rather than traditional, signalized intersections.

Staff and the applicant have evaluated the proposed project against the terms of a Settlement Agreement dated January 7, 2010 (attached), entered into subsequent to approval of the initial Skechers phase 1 project, and have determined the proposed project, with the proposed modification remains consistent with the terms of the Agreement and does not result in any new significant impacts on the environment as defined in CEQA Guidelines Section 15382.

DISCUSSION

Advisory Board/Commission Recommendation

The Planning Commission, at its March 28, 2019 meeting, held a public hearing and recommended that the City Council approve the requested General Plan Amendment, Change of Zone, Plot Plan, and actions related to the certification of an Addendum. The Planning Commission recommended certification of the Addendum to the EIR with minor amendments, recertification of the Statement of Overriding Considerations certified by the City Council in 2009, and approval of the Mitigation Monitoring Reporting Program, as amended. The amendments to the Addendum to the EIR relate to the need to correct two typographical errors in a 2018 Supplemental Traffic Memo (Addendum Exhibit F) and amendment of Cultural Resource Mitigation measures in the Mitigation Monitoring Reporting Plan, based on consultations with local Native American Tribal representatives pursuant to SB-18. The Planning Commission's actions also included recommending that the City Council approve the General Plan Amendment, Change of Zone and the Plot Plan for the project.

There were a total of 20 members of the public who commented on the project during the Planning Commission meeting, with 17 speakers in support of the project and 3 speakers in opposition to the project. Written correspondence sent to the Planning Commission in advance and on the day of the hearing are included as attachments to this report for the City Council's consideration. There were no issues presented in the public comments that had not already been considered by staff for the project.

Project

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

The site plan, parking layout, building floor plan and elevations for the proposed 768,000 square foot building will be approved through the Plot Plan. Each of the proposed actions require modification of the previously approved HFCP plans for Parcels 2 and 3. Specifically, the prior proposed 600,000 square foot industrial building and proposed 120,000 square foot retail center land use on those parcels will be replaced with a single 768,000 square foot industrial logistics building. The General Plan Amendment and Zone Change include a total acreage of 19.7 acres including 13.2 developable acres and 6.5 acres within the future State Route 60 (SR-60) right-of-way. This proposal also includes an Addendum to the prior EIR, prepared pursuant to the California Environmental Quality Act Guidelines.

General Plan Amendment

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

1. General Plan Amendment (PEN18-0191)

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

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

The proposed project will reduce the amount of commercially designated land in the area by 19.7 acres (of which only 13.2 is developable). However, approximately 9.36 acres of commercially designated land will remain along World Logistics Center Parkway (east side of Sketchers) and approximately 15.67 acres of commercially designated land is located along the west side of Redlands Boulevard. Additionally, a significant amount of commercially designated land is located within the Stoneridge commercial development to the west at Moreno Beach Drive. The remaining areas designated as Commercial within the General Plan provide adequate commercial uses for residents and/or workers within the surrounding area. As such, the proposed project is consistent with the General Plan and with its goals, objectives, policies, and programs established within the Plan.

In addition to the change in the General Plan designation, the project includes a proposed General Plan Amendment to add new language to Section 5.1 of the Circulation Element, as well as a new Policy (5.5.12) of Chapter 9 Goal and Objectives of the General Plan as follows:

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

The proposed text will allow staff to consider innovative traffic control design and program solutions to improve the mobility, efficiency, connectivity, and safety of the transportation system. The project proposes to install modern roundabouts at the intersections of Redlands Boulevard and Eucalyptus Avenue and on Eucalyptus Avenue

at the main entrance to the future development. The roundabouts would replace planned / existing traffic signals at these locations. Modern roundabouts improve air quality through decreased vehicle idling, enhance overall traffic safety by reducing the number of vehicle conflict points and travel speeds, and decrease on-going maintenance costs.

2. Change of Zone (PEN18-0192)

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

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

3. Plot Plan (PEN18-0254)

Approval of the plot plan will allow for the development of a 768,000 square foot industrial building on 36.8 gross acres. It is noted, the proposed building is currently expected to be leased to Skechers as an expansion to their existing operations located at 29800 Eucalyptus Avenue. The general dimensions for the proposed building will be approximately 1,255 feet long (east to west) and approximately 650' wide (north to south), with a proposed 55'-0" building height. The building location will provide a minimum distance of approximately 185' at the closest point to the property line parallel to Eucalyptus Avenue and a minimum distance of approximately 215' from the property line parallel to Redlands Boulevard. The building setback areas will contain parking (employee, customers and truck trailers), 30' wide fire lanes and landscape areas to buffer the parking areas. A water feature proposed at the southwest corner of the building will enhance the northeastern corner of Redlands Boulevard and Eucalyptus Avenue. The water feature will complement the design and architecture of the complex in a similar manner to the existing water feature on the east end of the Skechers warehouse building. The design will be consistent with the design of the existing building. In addition, the applicant is proposing to construct a conveyor bridge connecting the existing Skechers building with the proposed building. The conveyor will

be approximately 18' high and approximately 127' long to allow the conveyance of boxes from one building to the other. The ultimate design of the conveyor will be reviewed and approved by staff, prior to issuance of building permits for the project.

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

Site

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

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

ENVIRONMENTAL

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

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

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

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

ALTERNATIVES

1. Conduct a public hearing on this project, and take actions to certify the Addendum to the Final EIR and approve the Mitigation Monitoring and Reporting Program, and approve the General Plan Amendment, Change of Zone and Plot Plan, consistent with the recommendations of the Planning Commission. *Staff recommends this alternative.*
2. Conduct a public hearing on this project, and do not approve the applications associated with this project, as identified above. This action would require the implementation of subsequent phases of the Highland Fairview Corporate Park project, as originally approved, and maintaining the current General Plan designation of Commercial and the existing Zoning designation of Community Commercial for the westerly 19.7 acres of the site, and would not certify the Addendum to the Final EIR nor approve the proposed Plot Plan. *Staff does not recommend this alternative.*

NOTIFICATION

The public notice for this project was mailed on April 4, 2019 to all property owners of record within 300' of the project site and other individuals or agencies that requested this information. The public hearing notice for the project was also posted on the project site on April 5, 2019 and a notice was published in the Press Enterprise on April 5, 2019. Staff has received correspondence from the public in response to the noticing efforts.

PREPARATION OF STAFF REPORT

Prepared by:
Name Jeff Zwack
Title Contract Planner

Department Head Approval:
Name Richard J. Sandzimier
Title Community Development Director

Concurred By:
Name Patty Nevins
Title Planning Official

CITY COUNCIL GOALS

Revenue Diversification and Preservation. Develop a variety of City revenue sources and policies to create a stable revenue base and fiscal policies to support essential City services, regardless of economic climate.

Positive Environment. Create a positive environment for the development of Moreno Valley's future.

Community Image, Neighborhood Pride and Cleanliness. Promote a sense of community pride and foster an excellent image about our City by developing and executing programs which will result in quality development, enhanced neighborhood preservation efforts, including home rehabilitation and neighborhood restoration.

CITY COUNCIL STRATEGIC PRIORITIES

1. **Economic Development**
2. **Public Safety**
3. **Library**
4. **Infrastructure**
5. **Beautification, Community Engagement, and Quality of Life**
6. **Youth Programs**

Objective 1.3: Promote local hiring through the expansion of local, quality, high paying jobs, and workforce development efforts.

Objective 1.6: Establish Moreno Valley as the worldwide model in logistics development.

Objective 4.5: Explore green/renewable innovations and technologies for new developments such as the World Logistics Center.

Objective 4.7: Demonstrate innovative and industry leading transportation systems.

ATTACHMENTS

1. Resolution No 2019-XX Certification of the Addendum to the EIR PEN18-0193
2. CC Resolution for Addendum Exhibit A Addendum to the EIR
3. CC Resolution for Addendum Exhibit B 2009 Statement of Overriding Considerations Part 1
4. CC Resolution for Addendum Exhibit B 2009 Statement of Overriding Considerations Part 2
5. CC Resolution for Addendum Exhibit C MMRP
6. Resolution 2019-XX GPA for PEN18-0191
7. Exhibit A to Resolution 2019-XX GPA PEN18-0191
8. Exhibit B to Resolution 2019-XX GPA PEN18-0191
9. Ordinance No 2019-XX Zone Change PEN18-0192
10. Exhibit A to Ordinance 2019-XX Zone Change PEN18-0192

- 11. Resolution 2019-XX Plot Plan PEN18-0254
- 12. Exhibit A Conditions of Approval to Resolution 2019-XX Plot Plan PEN18-0254
- 13. Colored Elevations
- 14. Conceptual Landscaping Plan
- 15. Site Plan HFV
- 16. 300' Notice
- 17. 300ft Radius Map
- 18. Settlement Agreement
- 19. PC Handout - Public Correspondence

APPROVALS

Budget Officer Approval	<u>✓ Approved</u>	4/10/19 11:28 AM
City Attorney Approval	<u>✓ Approved</u>	4/11/19 10:02 AM
City Manager Approval	<u>✓ Approved</u>	4/11/19 1:58 PM

RESOLUTION NO. 2019-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MORENO VALLEY CERTIFYING THE ADDENDUM AND APPROVING THE MITIGATION MONITORING AND REPORTING PROGRAM PREPARED FOR THE AMENDED HIGHLAND FAIRVIEW CORPORATE PARK PROJECT LOCATED AT THE NORTHEAST CORNER OF REDLANDS BOULEVARD AND EUCALYPTUS AVENUE (PEN18-0191, PEN18-0192, PEN18-0193, AND PEN18-0254)

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

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

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

WHEREAS, the Environmental Impact Report identified as significant and unavoidable impacts to aesthetics, agriculture, air quality, noise, and climate change and greenhouse gases; and

WHEREAS, the City Council adopted a Statement of Overriding Considerations at the same time that it certified the Environmental Impact Report; and

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

WHEREAS, the City determined that the Addendum is the proper environmental document under the CEQA Guidelines Sections 15164 in that none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred. Specifically, the City concluded that a subsequent environmental impact report is not required because (1) the Project does not require major revisions in the Environmental Report, (2) no been substantial changes have occurred with respect to the circumstances under which the Project is being taken that will require major revisions of the Environmental Impact Report and (3) there is no new information of substantial importance which shows that the Project will have one or more significant impacts not

discussed in the Environmental Impact Report as described in CEQA Guidelines Section 15162; and

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

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

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

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

WHEREAS, the public hearing notice for the Project was published in the local newspaper on April 4, 2019. Public notice was sent to all property owners of record on April 4, 2019. The public hearing notice for the Project was posted on the Project site on April 5, 2019; and

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

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

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

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

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

B. Based upon substantial evidence presented to this City Council during the above-referenced meeting on April 16, 2019, including written and oral staff reports, and the record from the public hearing, this Planning Commission finds as follows:

1. Independent Judgment and Analysis - City staff coordinated the preparation of the Addendum and related technical studies with Kimley-Horn and Associates, Inc. for the Highland Fairview Corporate Park project. The Addendum has been completed along with the Mitigation Monitoring and Reporting Program (MMRP) to ensure compliance with all mitigation through Project implementation. All environmental documents that comprise the Addendum, including all technical studies, were independently reviewed by the City. On the basis of the whole record, there is no substantial evidence that the Project as designed, conditioned and mitigated, will have an effect on the environment that was not fully analyzed in the Environmental Impact Report or that there will be any impact in excess of that identified in the Environmental Impact Report. The Addendum was prepared and completed in accordance with the CEQA Guidelines reflects the independent judgment and analysis of the City.

BE IT FURTHER RESOLVED that the City Council HEREBY APPROVES Resolution No. 2019-XX and:

1. CERTIFIES that the Addendum to the previously adopted Highland Fairview Corporate Park Environmental Impact Report for the current Plot Plan PEN18-0254, on file with the Community Development Department, incorporated herein by this reference, has been completed in compliance with the California Environmental Quality Act, that the City Council reviewed and considered the information contained in the Addendum and that the document reflects the City's independent judgment and analysis, attached hereto as Exhibit A; and
2. Readopt the Statement of Overriding Considerations adopted in February, 2009, attached hereto as Exhibit B; and
3. APPROVE the Mitigation Monitoring Program prepared for Plot Plan PEN18-0254, attached hereto as Exhibit C.

APPROVED AND ADOPTED this 16th day of April, 2019.

Mayor of the City of Moreno Valley

ATTEST:

City Clerk

APPROVED AS TO FORM:

City Attorney

RESOLUTION JURAT

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF MORENO VALLEY)

I, Pat Jacquez-Nares, City Clerk of the City of Moreno Valley, California, do hereby certify that Resolution No. 2019-XX was duly and regularly adopted by the City Council of the City of Moreno Valley at a special meeting thereof held on the 16^h day of April, 2019 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

(Council Members, Mayor Pro Tem and Mayor)

CITY CLERK

(SEAL)

DEVELOPMENT OF PARCELS 2 AND 3 OF PARCEL MAP 35629

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

FINAL ADDENDUM TO THE HIGHLAND FAIRVIEW CORPORATE PARK FINAL ENVIRONMENTAL IMPACT REPORT

STATE CLEARINGHOUSE #2007101132

Prepared For:

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

Prepared By:

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

April 2019

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- B. Biological Resources Assessment
- C. Cultural Resources Assessment and Records Search
- D. Traffic Memorandum
- E. EMWD Water Supply Assessment Memorandum
- F. Supplemental Traffic Memo

1 PURPOSE OF THE ADDENDUM

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

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

- (1) *Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;*
- (2) *Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or*
- (3) *New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, or the negative declaration was adopted, shows any of the following:*
 - (A) *The project will have one or more significant effects not discussed in the previous EIR or negative declaration;*
 - (B) *Significant effects previously examined will be substantially more severe than shown in the previous EIR;*
 - (C) *Mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or*
 - (D) *Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.*

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

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

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

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

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

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

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

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

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

2 DESCRIPTION OF PROPOSED PROJECT

2.1 Proposed Project Location and Setting of the Proposed Project

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

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

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

2.2 Proposed Project Description

The Proposed Project consists of a General Plan Amendment for Parcel 3 from Commercial to Business Park and a Change of Zone for Parcel 3 from Community Commercial to Light Industrial; refer to **Exhibit 5, Proposed Zoning and General Plan Designations**. These changes are intended to allow for the development of a logistics facility of up to 800,000 square feet to be constructed to support the expanding operations of the existing logistics facility on Parcel 1 (building occupied by Skechers). It is anticipated that the use of the building would be similar in nature to the existing Skechers building located directly east of Parcels 2 and 3. Finally, the Proposed Project includes a Plot Plan for City review, which indicates a single logistics building of approximately 767,960 SF, which is consistent with the proposed General Plan Amendment and Zone Change request described above. The Plot Plan submittal includes a proposed Site Plan (**Exhibit 6, Site Plan¹**) and

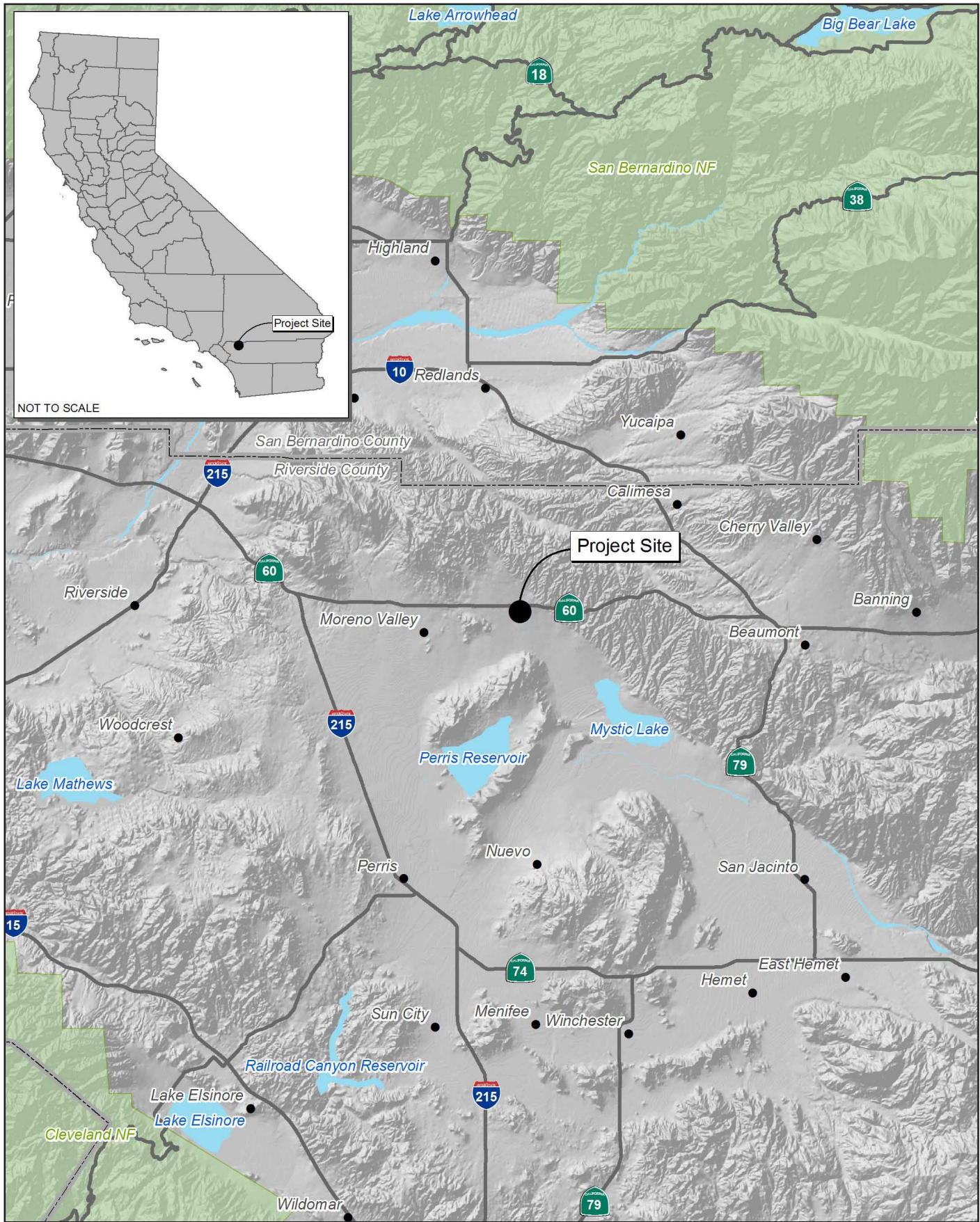
¹ Note that the Site Plan shows two roundabouts on Eucalyptus. These would only be constructed as part of the future Redlands Boulevard improvements or future projects south of the Proposed Project. The applicant would initially construct interim improvements, which would be reviewed as part of the City's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

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

2.3 Proposed Project Approvals

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

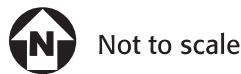
- General Plan Amendment (for the land use change from Commercial to Light Industrial on Parcel 3)
- General Plan Amendment (if determined necessary by the City Council, to clarify that roundabouts are an acceptable means of achieving Circulation Element Objectives including Objective 5.5.2)
- Change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



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

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

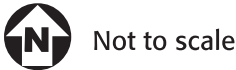
EXHIBIT 1: Regional Location
 Highland Fairview Corporate Park Addendum EIR
 Parcels 2 and 3 of Tentative Parcel Map 35629 Project



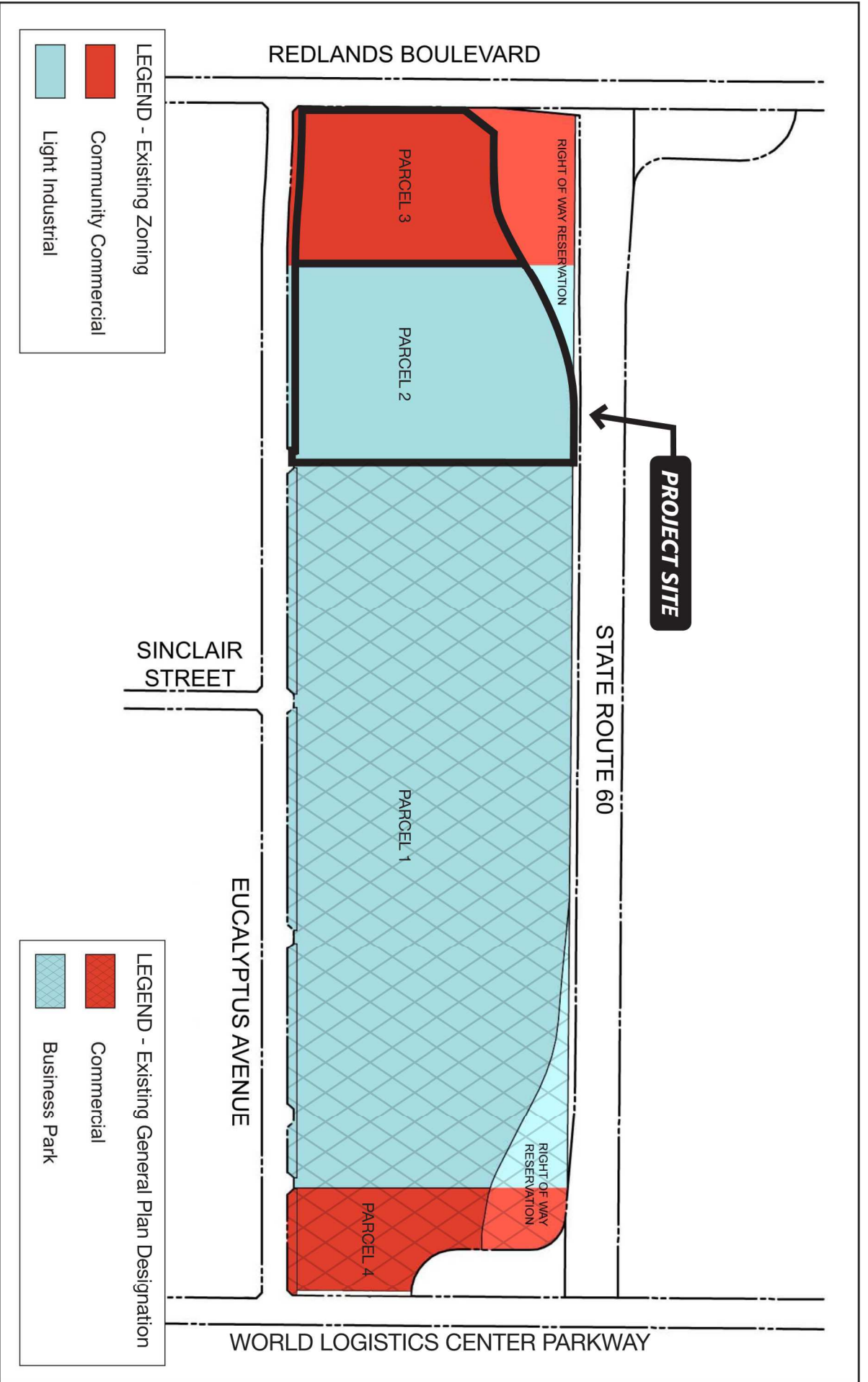


Source: Inland Aerial Surveys, Inc. (Flown January 11th, 2008)

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



Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,



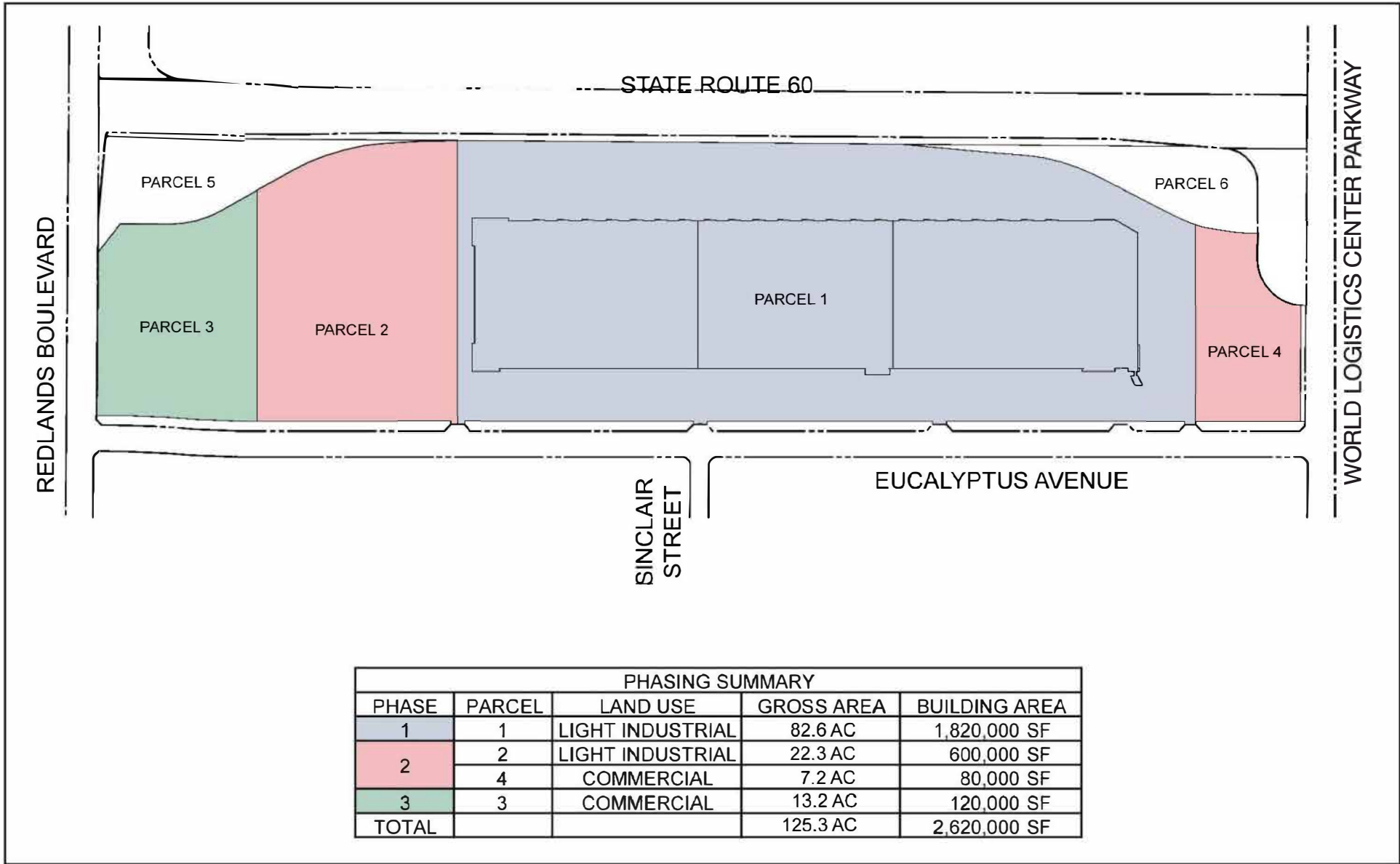
Source: RBF Consulting, January 2008.

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



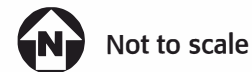
Not to scale





Source: RBF Consulting, January 2008.

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



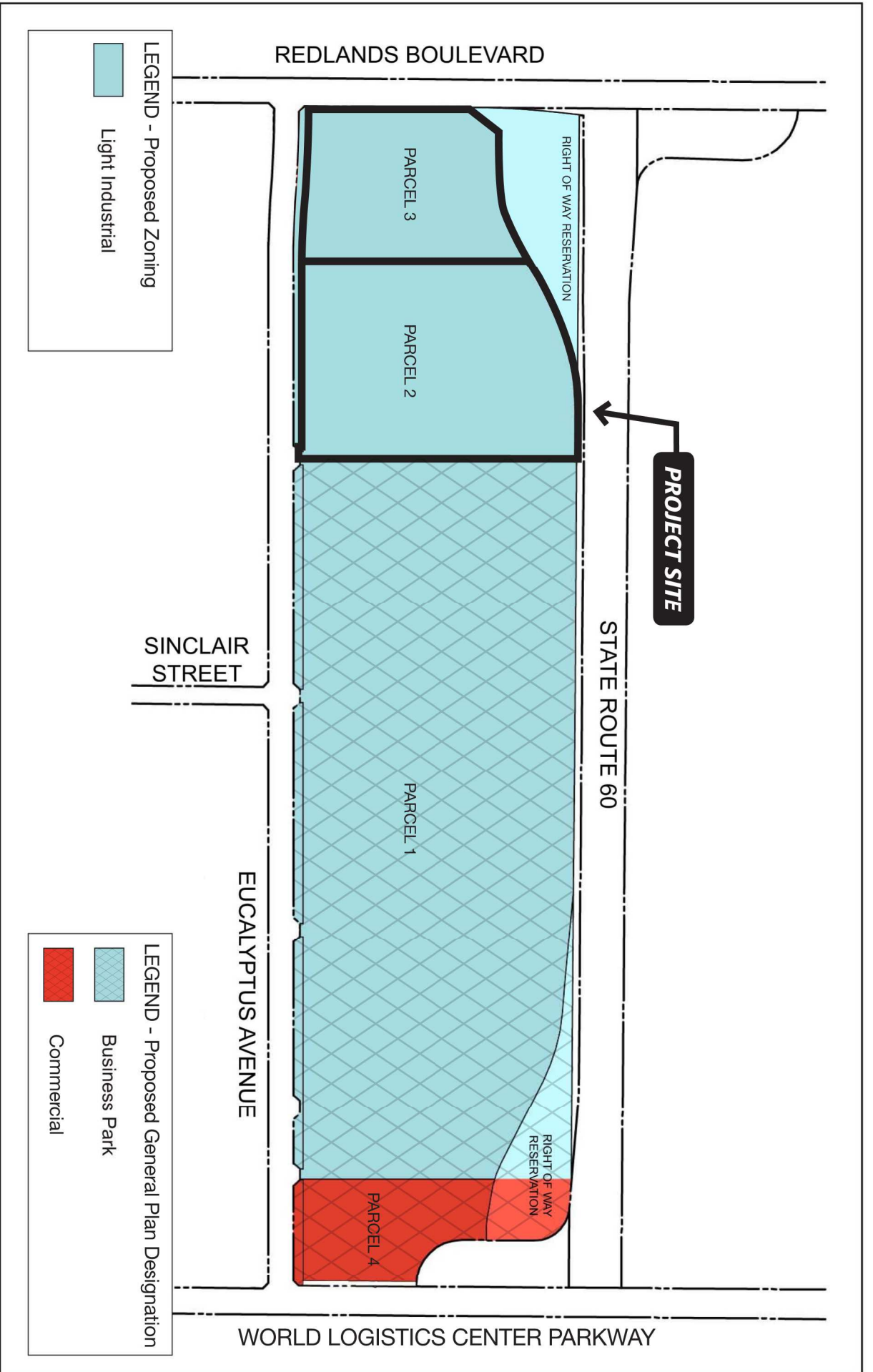


EXHIBIT 5: Proposed Zoning and General Plan Designations
 Highland Fairview Corporate Park Addendum EIR
 Parcels 2 and 3 of Tentative Parcel Map 35629 Project



Not to scale

CONTACT INFORMATION:

DEVELOPER / APPLICANT:
HIGHLAND FAIRVIEW
14225 CORPORATE WAY
MORENO VALLEY, CA 92553
951-861-3300
CONTACT: PATRICK REVERE
EMAIL: PREVERE@HIGHLANDFAIRVIEW.COM

PROPERTY OWNERS:
HF LOGISTICS - SBC, LLC, HIGHLAND FAIRVIEW PARTNERS V
14225 CORPORATE WAY
MORENO VALLEY, CA 92553
951-861-3300
CONTACT: PATRICK REVERE
EMAIL: PREVERE@HIGHLANDFAIRVIEW.COM

PLAN PREPARED BY:
RGA, OFFICE OF ARCHITECTURAL DESIGN, INC.
15231 ALTON PARKWAY, SUITE 100
IRVINE, CA 92618
949-341-0920
CONTACT: CHRIS SAVAGE
EMAIL: CS@RGAARCHITECTS.COM

PROJECT INFORMATION:

SITE ADDRESS:
15231 ALTON PARKWAY, SUITE 100
IRVINE, CA 92618

LEGAL DESCRIPTION: PARCELS 2 & 3 OF PARCEL MAP 35629
RECORDED 08/28/2010 BOOK 231, PAGE 77-82

TOTAL GROSS AREA: 318,548 S.F.

NET DISTURBED AREA: 353,510 S.F.

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

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

FEMA FLOOD ZONE DESIGNATION: ZONE X

PROJECT INFORMATION:

CONSTRUCTION TYPE: D/B

OCCUPANCY: S-1 (B ACCESSORY)

FIRE SPRINKLERS: FULLY SPRINKLERED

BUILDING HEIGHT: 70'

MAX. ALLOWABLE: PROPOSED: 50'

STORIES: MAX. ALLOWABLE: 3
PROPOSED: 2

YARDS: (1) SIDE @ 5' CLEAR W/ 3-HR RATED WALL
(2) SIDES @ 8' CLEAR

ALLOWABLE AREA: PROJECT QUALIFIES AS AN UNLIMITED AREA BUILDING PER CBC SECTION 610.2

PROJECT DATA:

NET SITE AREA: 1,009,640 SF

BUILDING AREA: 767,960 SF

CONTRACTOR: 49.88 %

PARKING PROVIDED:
TOTAL STALLS REQUIRED: 180 STALLS
TOTAL STALLS PROVIDED: 230 STALLS
TOTAL STALLS DEFICIT: 50 STALLS

RESERVED PARKING FOR ELECTRICAL VEHICLES (EVCS): 18 REQUIRED / 18 PROVIDED

RESERVED PARKING FOR CARPOOL / EV STALLS: 24 REQUIRED / 24 PROVIDED

BICYCLE PARKING: 18 REQUIRED / 18 PROVIDED

REQUIRED SITE LANDSCAPE AREA: 153,860 SF / 10%
PROVIDED SITE LANDSCAPE AREA: 303,000 / 79.7%

TRUCK HIGH-DOOR POSTING: 74 REQUIRED / 73 PROVIDED

EASEMENTS OF RECORD (PARCEL 2 & 3):

AN EASEMENT IN FAVOR OF THE CITY OF MORENO VALLEY FOR DRAINAGE PURPOSES DEDICATED ON PARCEL MAP 35629 RECORDED 08/28/2010 BOOK 231, PAGE 77-82.

AN EASEMENT SHOWN ON DEDICATED ON THE MAP OF BEAR VALLEY AND ALESSANDRO DEVELOPMENT CO. RECORDED 11/10/80 BOOK 11, PAGE 10, OF TRACT MAPS, FOR PIPELINES, DITCHES, FLOODS, AND RIGHTS AND INCIDENTAL PURPOSES.

AN EASEMENT IN FAVOR OF SOUTHERN CALIFORNIA Edison COMPANY, A CORPORATION, FOR UNDERGROUND ELECTRICAL SUPPLY SYSTEMS AND COMMUNICATION SYSTEMS PURPOSES, PER DOCUMENT RECORDED 06/17/2010 AS INSTRUMENT NO. 2010-027992, OF OFFICIAL RECORDS.

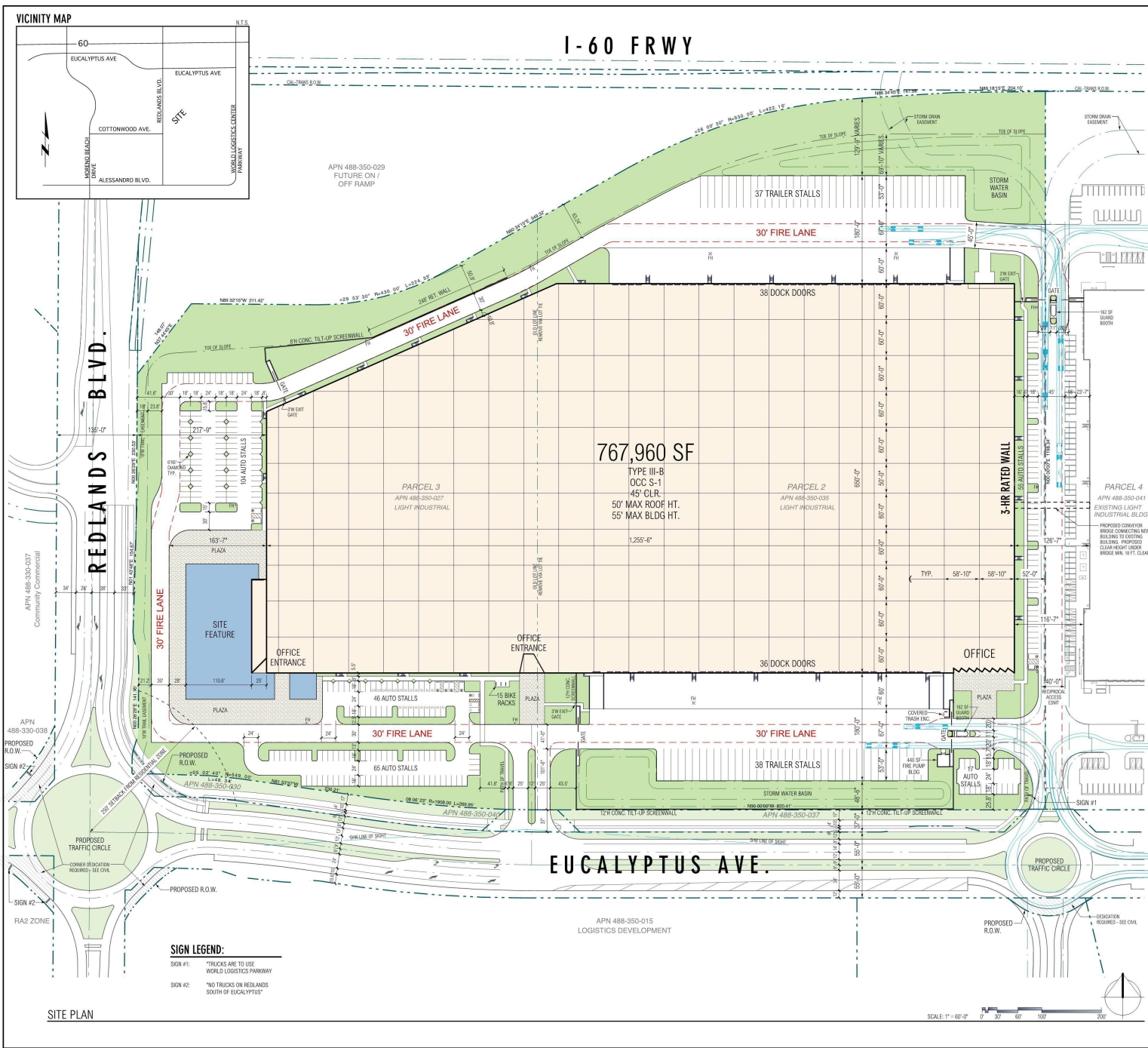
AN EASEMENT IN FAVOR OF THE CITY OF MORENO VALLEY FOR OPEN SPACE AND LANDSCAPE MAINTENANCE, PEDESTRIAN ACCESS, BICYCLE TRAIL AND INCIDENTAL PURPOSE DEDICATED ON PARCEL MAP 35629 RECORDED 08/28/2010 BOOK 231, PAGE 77.

AN EASEMENT IN FAVOR OF THE CITY OF MORENO VALLEY FOR PEDESTRIAN ACCESS, SIDEWALK AND INCIDENTAL PURPOSES DEDICATED ON PARCEL MAP 35629 RECORDED 08/28/2010 BOOK 231, PAGE 77.

AN EASEMENT IN FAVOR OF SOUTHERN CALIFORNIA Edison COMPANY, A CORPORATION, FOR UNDERGROUND ELECTRICAL SUPPLY SYSTEMS AND COMMUNICATION SYSTEMS PURPOSES, PER DOCUMENT RECORDED 06/17/2010 AS INSTRUMENT NO. 2010-027992, OF OFFICIAL RECORDS.

AN EASEMENT IN FAVOR OF RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT FOR UNDERGROUND STORM DRAIN PURPOSES PER DOCUMENT RECORDED 10/09/2011 AS INSTRUMENT NO. 2011-442001.

AN EASEMENT IN FAVOR OF RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT FOR UNDERGROUND STORM DRAIN PURPOSES PER DOCUMENT RECORDED 10/09/2011 AS INSTRUMENT NO. 2011-442006.



SIGN LEGEND:

Sign #1: TRUCKS ARE TO USE WORLD LOGISTICS PARKWAY

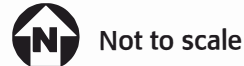
Sign #2: NO TRUCKS ON REDLANDS SOUTH OF EUCALYPTUS



SCALE: 1" = 80'-0"

SITE PLAN

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



3 HIGHLAND FAIRVIEW CORPORATE PARK ENVIRONMENTAL IMPACT ANALYSIS SUMMARY

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

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

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

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

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

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

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

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

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

4 ENVIRONMENTAL IMPACT ANALYSIS AND APPROVALS FOR THE PROPOSED PROJECT

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

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

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

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

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

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

4.1 Aesthetics

Summary of Previous Environmental Analysis

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

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

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

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

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



Existing Condition



Project Completion

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

Source: Focus 360.



Michael Brandman Associates

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

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

HIGHLAND FAIRVIEW CORPORATE PARK
 ENVIRONMENTAL IMPACT REPORT



View of Existing Skechers Building from SR-60 Eastbound

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

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

Mitigation Program

Mitigation Measures from the HFCP Final EIR

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

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

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

Conclusion

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

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

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

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

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

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

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

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

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

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

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

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

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

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

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

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

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

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

Mitigation Program

Mitigation Measures from the HFCP Final EIR

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

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

Conclusion

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

Cumulative Impacts

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

Overall Aesthetics Impact Conclusion

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

4.2 Agricultural and Forestry Resources

Summary of Previous Environmental Analysis

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

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

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

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

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

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

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Overall Agricultural Resources Impact Conclusion

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

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

4.3 Air Quality

The HFCP Final EIR determined that construction emissions resulting from the development of the Highland Fairview Corporate Park would exceed the South Coast Air Quality Management District's (SCAQMD's) regional emission significance thresholds for volatile organic compounds (VOC) and nitrogen oxides (NO_x) during Phase 1 and VOC during Phases 2 and 3. Implementation of Mitigation Measures MM AQ-1 through MM AQ-10 would reduce most of the Phase 1 construction impacts to a less than significant level, but particulate matter less than or equal to 10 microns in diameter (PM₁₀) would continue to be a significant impact. The HFCP Final EIR concluded that construction PM₁₀ emissions would be significant and unavoidable despite implementation of mitigation.

The HFCP Final EIR determined that the Highland Fairview Corporate Park would generate long-term operational emissions that would exceed the SCAQMD's regional thresholds for VOC, NO_x, CO, PM₁₀, and particulate matter less than or equal to 2.5 microns in diameter (PM_{2.5}) during all three phases. Mitigation Measures MM AQ-11, MM AQ-12, and MM AQ-13 would reduce diesel particulate matter (DPM) emissions from the diesel truck traffic servicing the Highland Fairview Corporate Park and reduce operational health risk impacts to less than a significant level. The HFCP Final EIR also determined that the Highland Fairview Corporate Park's operational emissions contributions to the ozone and PM_{2.5} emission burden would have a cumulatively considerable impact. Operational impacts were determined to be significant and unavoidable. However, the Highland Fairview Corporate Park was consistent with the Air Quality Management Plan (AQMP) and would not interfere with attainment because its growth is included in the projections utilized in the formulation of the AQMP.

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

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

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

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

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

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

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

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

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

The Proposed Project is under the jurisdiction of the SCAQMD and is located within the South Coast Air Basin (SCAB). The SCAB includes all of Orange County, and portions of Los Angeles, Riverside, and San Bernardino counties. The SCAB is in a federal and state non-attainment area for ozone and PM_{2.5}; and a state nonattainment area for ozone, PM₁₀, and PM_{2.5}. An area is considered to be in non-attainment status when air pollution persistently exceeds the State or National Ambient Air Quality Standards.

Construction

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

Operations

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

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

Table 4.3-1: Mitigated Construction Emissions

Source	Emissions (Pounds per Day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Proposed Project¹ <i>800,000 square feet of logistics (EIR Parcels 2 and 3)</i>						
Construction Year 2019	69	80	67	0	8	5
Construction Year 2020	69	2	5	0	1	0
SCAQMD Threshold	75	100	550	150	150	55
Exceed SCAQMD Threshold?	No	No	No	No	No	No
Approved Highland Fairview Corporate Park Final EIR² <i>600,000 square feet of logistics (Parcel 2) uses in Phase 2 and 120,000 square feet of commercial (Parcel 3) in Phase 3.</i>						
Parcel 2	111	105	121	0	14	4
Parcel 3	98	39	35	0	8	2
Difference³	-42	-29	-54	0	-6	1
ROG= reactive organic gases; NO _x = nitrogen oxides; CO = carbon monoxide; SO _x = sulfur oxides; PM ₁₀ = particulate matter 10 microns in diameter or less; PM _{2.5} = particulate matter 2.5 microns in diameter or less						
Notes:						
1. Emissions modeled with CalEEMod version 2016.3.2. Mitigation includes compliance with SCAQMD Rule 403 (Dust Control). Refer to Appendix A for model outputs.						
2. Emissions from the approved HFCEP Final EIR, Table 5.3-27 and Table 5.3-28 (2008).						
3. The highest daily emissions from Proposed Project construction are compared to the Approved Project emissions to be conservative.						

Table 4.3-2: Operational Emissions (with mitigation) – Project with ITE 10th Edition Trip Generation Rates

Source	Emissions (Pounds per Day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Proposed Project¹ <i>800,000 square feet of logistics (Parcels 2 and 3)</i>						
SCAQMD Threshold	43	184	129	0	15	7
SCAQMD Threshold	55	55	550	150	150	55
Exceed SCAQMD Threshold?	No	Yes	No	No	No	No
Approved Highland Fairview Corporate Park Final EIR² <i>600,000 square feet of logistics (Parcel 2) uses in Phase 2 and 120,000 square feet of commercial (Parcel 3) in Phase 3.</i>						
SCAQMD Threshold	157	1,116	1,344	3	367	94
SCAQMD Threshold	55	55	550	150	150	55
Exceed SCAQMD Threshold?	Yes	Yes	Yes	No	Yes	Yes

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

Source	Emissions (Pounds per Day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Difference	-114	-932	-1,215	-3	-352	-87
ROG= reactive organic gases; NO _x = nitrogen oxides; CO = carbon monoxide; SO _x = sulfur oxides; PM ₁₀ = particulate matter 10 microns in diameter or less; PM _{2.5} = particulate matter 2.5 microns in diameter or less Notes: 1. Proposed Parcel 2 and 3 operational emissions were modeled with CalEEMod version 2016.3.2 using ITE 10 th Edition trip rates (Table 4 of Appendix D), and HFCP Final EIR fleet mix and trip lengths. Mobile source emissions use EMFAC2017 emissions factors. Refer to Appendix A for model outputs. 2. Parcel 2 and 3 emissions are derived from the approved HFCP Final EIR, Table 5.3-31, page 3-217 (2008).						

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

Source	Emissions (Pounds per Day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Proposed Project¹ <i>800,000 square feet of logistics (Parcels 2 and 3)</i>	40	145	101	0	11	6
SCAQMD Threshold	55	55	550	150	150	55
Exceed SCAQMD Threshold?	No	Yes	No	No	No	No
Approved Highland Fairview Corporate Park Final EIR² <i>600,000 square feet of logistics (Parcel 2) uses in Phase 2 and 120,000 square feet of commercial (Parcel 3) in Phase 3.</i>	157	1,116	1,334	3	367	94
SCAQMD Threshold	55	55	550	150	150	55
Exceed SCAQMD Threshold?	Yes	Yes	Yes	No	Yes	Yes
Difference	-117	-971	-1,234	-3	-356	-88
ROG= reactive organic gases; NO _x = nitrogen oxides; CO = carbon monoxide; SO _x = sulfur oxides; PM ₁₀ = particulate matter 10 microns in diameter or less; PM _{2.5} = particulate matter 2.5 microns in diameter or less Notes: 1. Proposed Parcel 2 and 3 operational emissions were modeled with CalEEMod version 2016.3.2 using Skechers trip generation rates (Table 2 of Appendix D), and HFCP Final EIR fleet mix and trip lengths. Mobile source emissions use EMFAC2017 emissions factors. Refer to Appendix A for model outputs. 2. Parcel 2 and 3 emissions are derived from the approved HFCP Final EIR, Table 5.3-31, page 3-217 (2008).						

Mitigation Program

Mitigation Measures from the HFCP Final EIR

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

Construction

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

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

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

MM AQ-2

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

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

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

MM AQ-3

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

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

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

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

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

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

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

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

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

- MM AQ-8** During project construction, onsite electrical hook-ups shall be provided for electric construction tools including saws, drills, and compressors, to minimize the need for diesel-powered electric generators.
- MM AQ-9** During construction, rumble or bumper strips or similar best management practices shall be provided where vehicles enter and exit the construction site onto paved roads, or wash off trucks or any equipment leaving the site with each trip.
- MM-AQ-10** Offsite construction improvements shall be limited to an 8-hour day during daylight hours.

Conclusion

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

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

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

Mitigation Program

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

Mitigation Measures from the HFCP Final EIR

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

- MM AQ-11** All project entrances shall be posted with signs which state:
- a) Diesel trucks servicing the project shall not idle for more than 3 minutes; and
 - b) Telephone numbers of the building facilities manager and the California Air Resources Board to report violations.
- MM AQ-12** Electricity shall be provided in the loading dock areas for transportation refrigeration units visiting the site, if any.

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

- MM AQ-14** Electrical hookups shall be provided for transport refrigeration units within the Commercial component (Phases II and III) to eliminate the need for idling of diesel-powered transport refrigeration units.
- MM AQ-15** The project applicant shall include in all new lease documents the requirement that the tenants shall utilize only trucks using refrigeration units capable of utilizing electrical hook-ups for deliveries to the tenant.
- MM AQ-16** All diesel truck servicing logistics facilities on Parcels 2 and 3 shall meet or exceed 2010 engine emission standards specified in California Code of Regulations Title 13, Article 4.5, Chapter 1, Section 2025 or be powered by natural gas, electricity, or other diesel alternatives. Facility operators shall maintain a log of all trucks servicing the facility to document that trucks meet these emissions standards. This log shall be available for inspection by City staff at any time. ~~The project applicant shall encourage its tenants to do the following: have a compressed workweek schedule for its employees; include electric powered and/or compressed natural gas fueled trucks and/or vehicles in fleets; require or provide incentives to use California Air Resources Board certified particulate filters that meet Level III requirements; use “clean” trucks, such as 2007 or newer model year or 2010 compliant; use electric yard trucks; use trucks with SmartWay 1.25 rating; and electrify auxiliary power units. The applicant shall provide documentation of its efforts to the satisfaction of the City.~~
- Note: Mitigation Measure MM AQ-16 has been updated to be consistent with the latest standard practices and SCAQMD recommendations. The mitigation measure has been modified to remove the requirement that all trucks be 2007 or newer. Due to its close similarity to this mitigation measure, MM AQ-22 has been removed.*
- MM AQ-17** The project shall be designed such that the check-in point for trucks is inside the facility property to ensure that there are no trucks queuing outside the facility.
- MM AQ-18** Food services shall be provided onsite.
- MM AQ-19** Prior to the Issuance of Occupancy Permits, written evidence shall be provided to the Planning and Transportation Engineering Divisions that the project applicant shall include in all new lease documents the requirement that the tenant shall provide employees with incentives for carpooling or impose a parking fee.
- MM AQ-20** The property owners association shall maximize use of electrical equipment for landscape maintenance.
- MM AQ-21** Prior to the issuance of a certificate of occupancy for Phase 3, traffic signals, including interconnect hardware installed, or paid for, in whole or in part, by the project applicant shall be synchronized by the applicant, to the satisfaction of the City Engineer.

Conclusion

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

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

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

Construction

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

Operations

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

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

Health Risk Assessment. The HFCP Final EIR determined that operational health risk impacts would be less than significant with the implementation of MM AQ-11, MM AQ-12, and MM AQ-13.⁴ Health risks associated with logistics facilities occur from diesel particulate emissions from truck traffic. Mitigation Measures MM AQ-11 and MM AQ-12 would require idling limitations and the electrification of the loading dock areas and would reduce diesel particulate matter emissions from the associated diesel truck traffic. MM AQ-14 and AQ-15 would further reduce diesel truck idling and related emissions. MM AQ-16 would substantially reduce diesel truck emissions by requiring that all diesel trucks servicing the Proposed

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

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

Mitigation Program

Mitigation Measures from the HFCP Final EIR

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

Conclusion

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

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

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

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

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

Overall Air Quality Impact Conclusion

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

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

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

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

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

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

4.4 Biological Resources

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

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

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

Federally Sensitive Plants

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

Federally Sensitive Wildlife

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

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

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

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

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

California Sensitive Plants

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

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

California Sensitive Wildlife

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

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

Mitigation Program

Mitigation Measures from the HFCP Final EIR

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

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

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

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

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

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

Conclusion

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

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

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

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

Mitigation Program**Mitigation Measures from the HFCP Final EIR**

Not applicable.

Conclusion

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

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

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

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

Mitigation Program**Mitigation Measures from the HFCP Final EIR****Conclusion**

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

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

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

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

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

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

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

Mitigation Program

Mitigation Measures from the HFCP Final EIR

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

Conclusion

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

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

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

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

Mitigation Program

Mitigation Measures from the HFCP Final EIR

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

Conclusion

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

Overall Biological Resources Impacts Conclusion

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

4.5 Cultural Resources

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

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

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

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

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

Mitigation Program

Mitigation Measures from the HFCP Final EIR

Conclusion

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

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

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

could not have been known at the time the HFCP Final EIR was certified is available that would change the finding of less than significant impact under this threshold.

Mitigation Program

Mitigation Measures from the HFCP Final EIR

The following mitigation measures in the Addendum to the HFCP Final EIR, and associated Mitigation Monitoring and Reporting Plan (MMRP), are hereby revised as follows, in response to consultation with the Soboba Band of Luiseño Indians, as a result of SB-18 consultation.

- MM CR-1** Prior to the issuance of a grading permit, a City-approved Project Archaeologist shall be retained to initiate and supervise cultural resource mitigation-monitoring during project-related earthmoving in all areas of the project, subject to certain constraints found in MM CR-2. The Project Archaeologist shall have the authority to temporarily redirect earthmoving activities in the event that suspected archaeological resources are unearthed during Project construction.
- MM CR-2** Project-related archaeological monitoring shall include the following constraints:
1. All construction-related earthmoving shall be monitored to a depth of ten (10) feet below grade by the Project Archaeologist or his/her designated representative;
 2. Once 50 percent of the earth to be moved has been examined by the Project Archaeologist, the Project Archaeologist may, at his or her discretion, terminate monitoring if and only if no buried cultural resources have been detected;
 - ~~3. If buried cultural resources are detected during monitoring, monitoring must continue until 100 percent of virgin earth within the study area has been disturbed and inspected by the Project Archaeologist or his/her designated representative.~~
 - ~~34.~~ Grading shall cease in the area of a cultural artifact or potential cultural artifact as delineated by the Project Archaeologist or his/her designated representative. Grading should continue in other areas of the site while particular find are investigated; and
 - ~~45.~~ If cultural artifacts are uncovered during grading, they shall be examined by a professional archaeologist subject to MM CR-3, and decisions shall be made as to mitigation, treatment and/or disposition in consultation with the culturally affiliated Tribe(s), as determined by the City. A mitigation-monitoring report must accompany the artifacts.
 5. 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.
 6. The Project Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a Cultural Resources Management Plan (CRMP) in consultation pursuant to SB18 to address the details, timing and responsibility of

all archaeological and cultural activities that will occur on the project site. Details in the Plan shall include:

- Project grading and development scheduling
- The Project archeologist and the Consulting Tribes(s) as defined in CR-1 shall attend the pre-grading meeting with the City, the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel that will conduct earthwork or grading activities that begin work on the Project following the initial Training must take the Cultural Sensitivity Training prior to beginning work and the Project archaeologist and Consulting Tribe(s) shall make themselves available to provide the training on an as-needed basis
- 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.

MM CR-3

Should buried historic or prehistoric cultural resources be encountered during monitoring or construction activities at the project site, the resources shall be evaluated for significance in consultation with the culturally affiliated Tribe(s), as determined by the City, following CEQA Guidelines prior to continuance of grading in the area. work in the affected area must cease immediately and a qualified person meeting the Secretary of the Interior's standards (36 CFR 61), Tribal Representatives, and all site monitors per the Mitigation Measures, shall be consulted by the City to evaluate the find, and as appropriate recommend alternative measures to avoid, minimize or mitigate negative effects on the historic, or prehistoric resource. Determinations and recommendations by the consultant shall be immediately submitted to the Planning Division for consideration, and shall be implemented as deemed appropriate by the Community Development Director, in consultation with the State Historic Preservation Officer (SHPO) and any and all Consulting Native American Tribes as defined in CR-1 before any further work commences in the affected area.

In the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries), 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:

1. 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.

2. 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 CR-1. 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-4 Prior to the issuance of a grading permit, The City of Moreno Valley and the Developer shall designate culturally affiliated Tribe(s) to monitor the project. secure agreements with the Soboba Band of Luiseño Indians for tribal monitoring. Qualified representatives of the Tribal Group(s) shall be granted access to the project site to monitor all activities monitored by the Project Archaeologist. The Developer is also required to provide a minimum of 30 days advance notice to the tribes of all mass grading and trenching activities. The Native American Tribal Representatives shall have the authority to temporarily halt and redirect earth moving activities in the affected area in the event that suspected archaeological resources are unearthed. If the Native American Tribal Representatives suspect that an archaeological resource may have been unearthed, the Project Archaeologist or the Tribal Representatives shall immediately redirect grading operations in a 100-foot radius around the find to allow identification and evaluation of the suspected resource. In consultation with the Native American Tribal Representatives, the Project Archaeologist shall evaluate the suspected resource and make a determination of significance pursuant to California Public Resources Code Section 21083.2.

MM CR-5: The City shall verify that the following note is included on the Grading Plan:

"If any suspected archaeological resources are discovered during ground-disturbing activities and the Project Archaeologist or Native American Tribal Representatives are not present, the construction supervisor is obligated to halt work in a 100-foot radius around the find and call the Project Archaeologist and the Tribal Representatives to the site to assess the significance of the find."

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

~~(PRC) Section 5097.98 must be followed. In this instance, once project-related earthmoving begins and if there is accidental discovery or recognition of any human remains, the following steps shall be taken:~~

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

Conclusion

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

Overall Cultural Resources Impacts Conclusion

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

4.6 Geology and Soils⁸

Summary of Previous Environmental Analysis

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

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

Faulting and Seismicity

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

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

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

Mitigation Program

Mitigation Measures from the HFCP Final EIR

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

Conclusion

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

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

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

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

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

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

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

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

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

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

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

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

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

Overall Geology and Soils Impacts Conclusion

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

4.7 Greenhouse Gas Emissions (Climate Change)

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

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

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

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

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

The SCAQMD has adopted a quantitative GHG emission significance threshold of 10,000 MTCO₂e/year to assess direct impacts from industrial projects where the SCAQMD is the lead agency. This threshold was also considered by the SCAQMD GHG CEQA Significance Threshold Stakeholder Working Group. However, no threshold has been formally adopted for use by all lead agencies. The GHG CEQA Significance Threshold Stakeholder Working Group was formed to assist SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State Office of Planning and Research, CARB, the Attorney General's Office, a variety of city and county planning departments in the South Coast Air Basin, various utilities such as sanitation and power companies throughout the South Coast Air Basin, industry groups, and environmental and professional organizations. The numeric threshold was developed to be consistent with CEQA requirements for developing significance thresholds, is supported by substantial evidence, and provides guidance to CEQA practitioners in determining whether GHG emissions from a proposed project are significant.

Operational GHG emissions associated with the Proposed Project are summarized in **Table 4.7-1 (Construction and Operational GHG Emissions [Mitigated])**. The estimated emissions associated with the Proposed Project are compared to the emissions predicted in the HFCP Final EIR for Parcels 2 and 3. **Table 4.7-1** shows project emissions from the Proposed Project are below the SCAQMD 10,000 MTCO₂e threshold and would be 19,906 MTCO₂e less than what was analyzed in the HFCP Final EIR for Parcels 2 and 3.

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

Source	Emissions (Metric Tons per Year)
	CO ₂ e ¹
Parcels 2 and 3²	
<i>800,000 square feet of logistics (Parcels 2 and 3)</i>	
Construction Amortized Over 30 Years	46
Area Source (Landscape Equipment)	0.02
Energy (Electricity and Natural Gas)	412
Mobile Sources (Motor Vehicles)	5,390
Off-road (Forklifts)	141
Stationary (Fire Pumps)	115
Waste	189
Water and Wastewater	818
Total	7,111
<i>SCAQMD Industrial Project Threshold</i>	<i>10,000</i>
Exceeds SCAQMD Threshold?	No
Approved Highland Fairview Corporate Park Final EIR– Parcels 2 and 3^{2,3}	
<i>600,000 square feet of logistics (Parcel 2) in Phase 2 and 120,000 square feet of commercial (Parcel 3) in Phase 3.</i>	
Construction Amortized Over 30 Years	59
Natural Gas (Energy)	230
Indirect Electricity (Energy)	1,121
Motor Vehicles	25,443
Refrigerants (Area Source)	160
Landscape Equipment (Area Source)	1
Water Transport for Building Uses	37
Water Transport for Landscape	37
Sinks (Onsite Tree Sequestration) ⁴	-68
Total	27,018
Difference	-19,906
CO ₂ e = carbon dioxide equivalent, a metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential	
Notes:	
1. Emissions modeled with CalEEMod version 2016.3.2 using ITE 10 th Edition trip rates and Final EIR fleet mix and trip lengths. CalEEMod vehicle emissions factors were updated with EMFAC2017 vehicle emissions factors. Mobile source emissions based on ITE 10 th Edition trip rates are conservatively presented in this table. Mobile emissions using Skechers trip rates are lower than the emissions shown in this table. Mitigation includes. Refer to Appendix A for model outputs.	
2. Emissions in this table are mitigated. HFCP Final EIR Mitigation Measures MM GCC-1 through MM GHG-6 and MM GHG -8 through MM GCC-11 would be required.	
3. Parcel 2 and 3 emissions are derived from the approved <i>HFCP Final EIR</i> , Table 5.3-27 and Table 5.3-28 (2008).	
4. Sequestration emissions were conservatively not included in the emissions modeling for the proposed development on Parcels 2 and 3.	

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

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

the operational emissions⁹. The amortized emissions associated with the Proposed Project would be 47 MTCO₂e per year. The HFCP Final EIR predicted amortized construction emissions from Parcel 2 and 3 as 59 MTCO₂eq. Once construction is complete, the generation of these GHG emissions would cease.

Area Sources. Area source emissions occur from hearths, architectural coatings, landscaping equipment, and consumer products. The Proposed Project involves logistics uses and would not include hearths. Landscaping and consumer products would be limited. Additionally, the primary emissions from architectural coatings are volatile organic compounds, which are relatively insignificant as direct GHG emissions. As shown in **Table 4.7-1**, the Proposed Project would result in 0.02 MTCO₂e/year. The difference in water demand related energy consumption is primarily due to building area and land use type, as well as differences in consumption and emissions factors.

Energy Consumption. Energy consumption consists of emissions from project consumption of electricity and natural gas. The Proposed Project would result in 412 MTCO₂e/year, while the HFCP Final EIR's prediction for Parcels 2 and 3 would result in 1,351 MTCO₂e/year from energy consumption; refer to **Table 4.7-1**. The difference in energy consumption emissions is primarily due to building area and land use type, as well as differences (i.e., updates) in consumption and emissions factors.

Mobile Sources. Mobile sources from the Proposed Project were calculated with CalEEMod and Highland Fairview Corporate Park emissions were calculated with URBEMIS (the recommended emissions model at the time the HFCP Final EIR was certified). Both CalEEMod and URBEMIS use the CARB EMFAC emissions database and project-specific land use data to calculate mobile source emissions. The CalEEMod vehicle emissions factors were manually updated with EMFAC2017 vehicle emissions factors. As shown in **Table 4.7-1**, the HFCP Final EIR predicted Parcel 2 and 3 mobile sources would generate 25,433 MTCO₂eq/yr while the emissions predicted from the Proposed Project using the current EMFAC and CalEEMod models would be 5,390 MTCO₂eq/yr. This decrease is due to the lower trip generation with the Proposed Project and the fact that the models reflect the fact that emissions improve over time because of regulatory requirements, inspection and maintenance programs, and fleet turnover.

Water Demand. As shown in **Table 4.7-1**, the Proposed Project operations would result in 818 MTCO₂e/year, an increase from the 74 MTCO₂e predicted in the HFCP Final EIR for Parcels 2 and 3, from the electricity consumption associated with water conveyance and treatment. The difference in water demand related energy consumption is primarily due to building area and land use type, as well as differences in consumption and emissions factors.

Solid Waste. The Proposed Project operations would result in 189 MTCO₂e/year. The HFCP Final EIR did not quantify solid waste emissions for the Highland Fairview Corporate Park.

Sequestration. Sequestration refers to the process of vegetation storing CO₂ (thereby reducing project CO₂ emissions) as landscaping would be added to the site. Conservatively, the emissions modeling for the Proposed Project does not take credit for sequestration. The HFCP Final EIR determined that the vegetation included as landscaping on Parcels 2 and 3 would reduce emissions by 68 MTCO₂e/year.

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

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

As shown in **Table 4.7-1**, the Proposed Project is estimated to generate fewer GHG emissions than what was considered in the HFCP Final EIR for Parcels 2 and 3. Additionally, the Proposed Project would result in 7,112 MTCO₂e per year, which is below the 10,000 MTCO₂e per year threshold and substantially below the 27,018 MTCO₂e predicted for Parcels 2 and 3 in the HFCP Final EIR, therefore no new impacts would occur. HFCP Final EIR Mitigation Measures MM GCC-1 through MM GHG-6 and MM GHG -8 through MM GCC-11 would be required to reduce GHG emissions¹⁰. Therefore, there would not be any new or substantially more severe environmental impacts. HFCP Final EIR Mitigation Measures MM GCC-1 through MM GCC-10 would be required to reduce GHG emissions. Furthermore, since the HFCP Final EIR was adopted, state agencies have implemented additional regulations that will further reduce Proposed Project and cumulative GHG emissions, including:

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

Mitigation Program

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

Mitigation Measures from the HFCP Final EIR

- MM GCC-1** The project shall be designed to meet applicable 2008 Title 24 energy efficiency requirements, or any more stringent requirements that may be adopted prior to the issuance of building permits for the project.
- MM GCC-2** All buildings shall be designed with “cool roofs” using products certified by the Cool Roof Rating Council, and exposed roof surfaces shall use “cool paints.”

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

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

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

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

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

- a) Onsite secure, weather-protected bicycle storage parking shall be provided. Onsite showers (one for males and one for females) and lockers for employees shall be provided in each building. Onsite convenient bicycle parking shall be provided for retail customers.
- b) Any traffic lights installed as part of this project shall use Light Emitting Diodes.
- c) Pedestrian and bicycle connections shall be provided to surrounding areas consistent with the Existing General Plan.
- d) A Transportation Management Association (TMA) shall be established for the project by the applicant. The TMA shall coordinate its efforts with other TMAs in the City and encourage and coordinate carpooling by occupants of the project. The TMA shall advertise its services to the building occupants. The TMA shall offer transit or other incentives to the employees to reduce greenhouse gas emissions. A shuttle shall be provided during any one-hour period where the number of employees using public transit exceeds 20 during the period. The TMA shall distribute public transportation information to its employees. The TMA shall provide electronic message board space for coordinating rides. Within two months after project completion, the TMA shall submit a plan to the City that outlines the measures the TMA has implemented and contact information.
- e) There shall be preferential parking for carpools, vanpools, and alternatively fueled vehicles.

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

Note: Mitigation Measure GCC-7 has been deleted as this measure is not considered feasible because biodiesel would result in additional construction NO_x emissions¹¹ (an ozone precursor).

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

- MM GCC-8** Prior to issuance of a grading permit, the project shall have in place a City-approved Solid Waste Diversion and Recycling Plan that demonstrates the diversion and recycling of all salvageable and re-useable wood, metal, plastic and paper products used during project construction. A similar Plan shall be in place prior to occupancy that demonstrates the diversion and recycling of all wood, metal, plastic and paper products during on-going operation of the warehouse and office portions of the project. The Plans shall include the name of the waste hauler, their assumed destination for all waste and recycled materials, and the procedures that will be followed to ensure implementation of this measure.
- MMGCC-9** The project shall be certifiable under Leadership in Energy and Environmental Design (LEED). The project shall obtain the following credits from the LEED for New Construction & Major Renovations, version 2.2 (or equivalent): Sustainable Sites Credit 7.1: Heat Island Effect, Non-Roof; LEED Energy & Atmosphere Credit 1, Optimize Energy Performance, in part through installing skylights and utilizing energy efficient lighting. Demonstration of certifiability shall be provided to the satisfaction of the City, prior to the issuance of building permits.
- MMGCC-10** The project shall be designed to accommodate trucks utilizing “SmartWay Truck Efficiency” emission reduction features. Trailer tails (extenders) are incompatible with loading docks and are exempt from this measure.
- MM GCC-11** Every truck that enters the site with a gross vehicle weight rating over 10,000 pounds shall have an Engine Certification Label. If it does not have the label, it shall be prohibited from entering the project site.

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

Conclusion

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

Overall Greenhouse Gas Emissions Impact Conclusion

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

4.8 Hazards and Hazardous Materials

Summary of Previous Environmental Analysis

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

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

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

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

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

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

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

Mitigation Program

Mitigation Measures from the HFCP Final EIR

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

- MM HH-1** The fire protection system will be designed per National Fire Protection Agency (NFPA) 13 to provide an Early Suppression Fast Response (ESFR) sprinkler system protection. Temperature rating of sprinkler heads to be per the Fire Department's requirements.
- MM HH-2** A complete on-site fire protection underground system shall be provided per NFPA 24 and specific requirements of the local authorities. This system shall include hydrants, sectional valves, backflow prevention, and Fire Department connections.
- MM HH-3** Riser assemblies shall include mechanical alarm valves. System control valves shall either be riser mounted with wall post extensions or exterior post indicator valves as required by the local authority. All required devices for central station alarm system interface shall be provided.
- MM HH-4** System design, material, and installation shall comply with NFPA 13 and the other previous NFPA standards. It shall also comply with CBC and UFC standards. Approvals will also be obtained from the owner's insurance authority.

Conclusion

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

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

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

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

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

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

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

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

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

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

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

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

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

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

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

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

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

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

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

Overall Hazards-Related Impacts Conclusion

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

4.9 Hydrology and Water Quality

Summary of Previous Environmental Analysis

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

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

Threshold (f) Otherwise substantially degrade water quality.

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

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

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

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

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

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

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

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

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

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

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

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

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

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

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

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

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

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

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

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

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

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

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

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

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

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

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

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

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

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

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

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

Mitigation Program**Mitigation Measures from the HFCP Final EIR**

None identified in the HFCP Final EIR.

Conclusion

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

Overall Hydrology and Water Quality Conclusion

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

4.10 Land Use and Planning

Summary of Previous Environmental Analysis

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

Threshold (a) Physically divide an established community.

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

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

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

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

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

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

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

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

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

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

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

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

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

Applicable Zoning Codes	Proposed Project Consistency
<ol style="list-style-type: none"> 1. To provide appropriately located areas for office uses, retail stores, service establishments and commercial commodities and services required by residents of the city and the surrounding market area; 2. To encourage concentration of office and commercial uses for the convenience of the public and to secure a more mutually beneficial relationship to each other; 3. To provide adequate space, off-street parking and loading areas to meet the needs of modern commercial development; 4. To minimize traffic congestion from commercial development and to avoid the overloading of utilities by restricting the construction of buildings of excessive size in relation to the amount of land around them; 5. To promote compatibility between commercial properties and adjoining noncommercial uses; and 6. To promote high standards of site planning, architecture and landscape design for office and commercial developments within the city. (Ord. 359, 1992) 	

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

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

Mitigation Program**Mitigation Measures from the HFCP Final EIR**

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

Conclusion

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

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

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

Mitigation Program**Mitigation Measures from the HFCP Final EIR**

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

Conclusion

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

Overall Land Use Impacts Conclusion

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

4.11 Mineral Resources

Summary of Previous Environmental Analysis

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

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

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

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

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Overall Mineral Resources Impacts Conclusion

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

4.12 Noise

Summary of Previous Environmental Analysis

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

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

Proposed Project Specific Analysis:

- Threshold (a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;**
- Threshold (b) Exposure of persons to or generation of, excessive groundborne vibration or groundborne noise levels.**
- Threshold (c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.**
- Threshold (d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.**

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

Mitigation Program

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

Mitigation Measures from the HFCP Final EIR

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

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

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

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

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

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

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

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

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

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

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

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Overall Noise Impact Conclusion

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

4.13 Population and Housing

Summary of Previous Environmental Analysis

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

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

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

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

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

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

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Overall Population and Housing Impact Conclusion

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

4.14 Public Services

Summary of Previous Environmental Analysis

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

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

Fire

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

Police

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

Schools

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

Parks

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

Other Public Facilities

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

Mitigation Program**Mitigation Measures from the HFCP Final EIR**

None identified in the HFCP Final EIR.

Overall Public Services Impact Conclusion

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

4.15 Recreation

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

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

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

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

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

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Overall Recreation Impact Conclusion

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

4.16 Transportation/Traffic

Summary of Previous Environmental Analysis

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Mitigation Program

Mitigation Measures from the HFCP Final EIR

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

Conclusion

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

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

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

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

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

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

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

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

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

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

Threshold (e) Result in inadequate emergency access.

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

Mitigation Program**Mitigation Measures from the HFCP Final EIR**

None identified in the HFCP Final EIR.

Conclusion

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

Threshold (f) Result in inadequate parking capacity.

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

Mitigation Program**Mitigation Measures from the HFCP Final EIR**

None identified in the HFCP Final EIR.

Conclusion

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

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

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

Mitigation Program**Mitigation Measures from the HFCP Final EIR**

None identified in the HFCP Final EIR.

Conclusion

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

Cumulative Traffic Impacts

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

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

Diversion of Large Truck Traffic away from Redlands Boulevard

As noted in the Project Description, the Proposed Project would follow the HFCP Final EIR settlement agreement provisions. Accordingly, the following mitigation measure has been added, as follows:

MM TT(C)-4 “To the extent consistent with the Project Approvals and adopted City regulations and policies:

- a. The design and installation of improvements and signs shall direct all large trucks (over 10,000 pounds) to use World Logistics Center Parkway, rather than Redlands Boulevard, when entering or leaving the Project Site unless site-specific traffic analysis provides compelling evidence that:
 - i. Keeping large trucks (over 10,000 pounds) off of Redlands Boulevard will cause Eucalyptus Avenue, World Logistics Center Parkway or its on- or off-ramps to State Route 60 to fall below the City’s Level of Service standard; and
 - ii. Mitigation within the limits of the currently planned right of way of World Logistics Center Parkway is unavailable to improve Level of Service to acceptable levels; and
 - iii. Allowing large trucks (over 10,000 pounds) to use Redlands Boulevard will not cause Redlands Boulevard to fall below the applicable City’s Level of Service Standards after mitigation.
- b. To the extent that any part of subparagraph a above is found not to be consistent with existing Project Approvals or City regulations or policies, the developer shall apply for and City will consider, under its existing procedures and preserving the Council’s legislative and discretionary policy authority, modification of conditions, and/or amendments to existing Project Approvals, regulations and policies.”

This measure will result in directing the Proposed Project's "large truck" traffic easterly toward World Logistics Parkway (formerly Theodore Street). Due to relatively low traffic volumes on World Logistics Parkway and ample capacity, shifting truck traffic to World Logistics Parkway does not represent a significant change or more severe impact.¹³ Furthermore, this settlement agreement stipulation is an existing condition not proposed by the current Proposed Project. The Proposed Project, as noted above, would substantially reduce Proposed Project's truck traffic, therefore reducing the number of trucks being diverted to Theodore Street consistent with the settlement agreement.

Proposed Roundabouts

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

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

Overall Traffic Impact Conclusion

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

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

4.17 Tribal Cultural Resources

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

4.18 Utilities and Service Systems

Summary of Previous Environmental Analysis

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

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

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

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

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

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

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

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

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

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

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

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

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

Mitigation Program

Mitigation Measures from the HFCP Final EIR

No mitigation is necessary.

Conclusion

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

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

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

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

Mitigation Program

Mitigation Measures from the HFCP Final EIR

None identified in the HFCP Final EIR.

Conclusion

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

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

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

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

Table 4.18-1¹⁴: Water Demand Comparison

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

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

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

Mitigation Program

Mitigation Measures from the HFCP Final EIR

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

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

MM W-1

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

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

Conclusion

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

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

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

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

Table 4.18-2: Landfill Capacity

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

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

Current solid waste generation estimates indicate that the Proposed Project will generate approximately 2,073 tons/year of solid waste, which is far below the 7,579.5 tons/year estimated in the HFCP Final EIR for Parcels 2 and 3.¹⁵ For these reasons, the Proposed Project's solid waste disposal needs can be met by the landfills that service the City of Moreno Valley. Additionally, the Proposed Project, as with all other development in the City, would be required to adhere to City ordinances with respect to waste reduction and recycling. As a result, no additional impacts (beyond those discussed in the HFCP Final EIR) related to State and local statutes governing solid waste are anticipated and no mitigation is required.

Mitigation Program**Mitigation Measures from the HFCP Final EIR**

No mitigation is necessary.

Conclusion

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

Overall Utility and Service Systems Impact Conclusion

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

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

5 DETERMINATION OF APPROPRIATE CEQA DOCUMENTATION

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

Section 15162 – Subsequent EIRs and Negative Declarations

- (a) When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, one or more of the following:
- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

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

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

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

Settlement Agreement Condition for Truck Routing

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

Updates to the CEQA Guidelines

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

¹⁶ Response 6-24, page 3-61 of the HFCP Final EIR.

¹⁷ Section 6.3.5 of the WLC Draft EIR (pages 6-15 through 6-22).

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

ENERGY

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

VEHICLE MILES TRAVELED (VMT)

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

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

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

WILDFIRE

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Section 15164 – Addendum to an EIR or Negative Declaration

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

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

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

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

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

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

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

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

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

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

6 CONCLUSION

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

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APPENDIX A

Air Quality and Greenhouse Gas Technical Report



MEMORANDUM

To: Mr. Patrick Revere, Highland Fairview Director of Development

From: Ace Malisos
Kimley-Horn and Associates, Inc.

Date: February 26, 2019

Subject: Highland Fairview Corporate Park – Air Quality, Greenhouse Gas and Noise EIR
Addendum Analyses

PURPOSE

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

PROPOSED PROJECT DESCRIPTION

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

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

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

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

AIR QUALITY

Previous Significance Determination: The HFCP Final EIR determined that construction emissions would exceed the South Coast Air Quality Management District's (SCAQMD's) regional emission significance thresholds for volatile organic compounds (VOC) and nitrogen oxides (NO_x) during Phase 1 and VOC during Phases 2 and 3 and impacts would be potentially significant before the implementation of mitigation. Implementation of Mitigation Measures MM AQ-1 through MM AQ-10 would reduce most of the Phase 1 construction impacts to a less than significant level, but particulate matter less than or equal to 10 microns in diameter (PM₁₀) would continue to be a significant impact. The HFCP Final EIR concluded that construction PM₁₀ emissions would be significant and unavoidable despite implementation of mitigation.

The HFCP Final EIR determined that the Approved Project would generate long-term operational emissions that would exceed the SCAQMD's regional thresholds for VOC, NO_x, CO, PM₁₀, and particulate matter less than or equal to 2.5 microns in diameter (PM_{2.5}) during all three phases and operational impacts would be potentially significant before the implementation of mitigation. Mitigation Measures MM AQ-11, MM AQ-12, and MM AQ-13 would reduce Diesel Particulate Matter (DPM) emissions from the diesel truck traffic servicing the Approved Project and reduce operational health risk impacts to less than a significant level. The HFCP Final EIR also determined that the Approved Project's operational emissions contributions to the ozone and PM_{2.5} emission burden would add to a cumulatively considerable impact. Operational impacts were determined to be significant and unavoidable. However, the Approved Project is consistent with the Air Quality Management Plan (AQMP) and would not interfere with attainment because its growth is included in the projections utilized in the formulation of the AQMP.

Project Specific Analysis:

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

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

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

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

Mitigation Program

None identified in the HFCEP Final EIR.

Conclusion

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

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

The Proposed Project is under the jurisdiction of the SCAQMD and is located within the South Coast Air Basin (SCAB). The SCAB includes all of Orange County, and portions of Los Angeles, Riverside, and San Bernardino counties. The SCAB is in a federal and state non-attainment area for ozone and PM_{2.5}; and a state nonattainment area for ozone, PM₁₀, and PM_{2.5}. An area is considered to be in non-attainment status when air pollution persistently exceeds the State or National Ambient Air Quality Standards.

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

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

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

Table 1: Mitigated Construction Emissions						
Source	Emissions (Pounds per Day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Proposed Project¹ <i>800,000 square feet of logistics (EIR Parcels 2 and 3)</i>						
Construction Year 2019	69	80	67	0	8	5
Construction Year 2020	69	2	5	0	1	0
SCAQMD Threshold	75	100	550	150	150	55
Exceed SCAQMD Threshold?	No	No	No	No	No	No
Approved Highland Fairview Corporate Park Final EIR² <i>600,000 square feet of logistics (Parcel 2) uses in Phase 2 and 120,000 square feet of commercial (Parcel 3) in Phase 3.</i>						
Parcel 2	111	105	121	0	14	4
Parcel 3	98	39	35	0	8	2
Difference³	-42	-25	-54	0	-6	1
ROG= reactive organic gases; NO _x = nitrogen oxides; CO = carbon monoxide; SO _x = sulfur oxides; PM ₁₀ = particulate matter 10 microns in diameter or less; PM _{2.5} = particulate matter 2.5 microns in diameter or less						
Notes: 1. Emissions modeled with CalEEMod version 2016.3.2. Mitigation includes compliance with SCAQMD Rule 403 (Dust Control). Refer to Appendix A for model outputs. 2. Emissions from the approved <i>Highland Fairview Corporate Park EIR</i> , Table 5.3-27 and Table 5.3-28 (2008). 3. The highest daily emissions from Proposed Project construction are compared to the Approved Project emissions to be conservative.						

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

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

Table 2: Operational Emissions – Project with ITE 10th Edition Trip Generation Rates						
Source	Emissions (Pounds per Day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Proposed Project¹ <i>800,000 square feet of logistics (Parcels 2 and 3)</i>	43	184	129	0	15	7
SCAQMD Threshold	55	55	550	150	150	55
Exceed SCAQMD Threshold?	No	Yes	No	No	No	No
Approved Highland Fairview Corporate Park Final EIR² <i>600,000 square feet of logistics (Parcel 2) uses in Phase 2 and 120,000 square feet of commercial (Parcel 3) in Phase 3.</i>	157	1,116	1,344	3	367	94
SCAQMD Threshold	55	55	550	150	150	55
Exceed SCAQMD Threshold?	Yes	Yes	Yes	No	Yes	Yes
Difference	-114	-932	-1,215	-3	-352	-87
ROG= reactive organic gases; NO _x = nitrogen oxides; CO = carbon monoxide; SO _x = sulfur oxides; PM ₁₀ = particulate matter 10 microns in diameter or less; PM _{2.5} = particulate matter 2.5 microns in diameter or less						
Notes:						
1. Proposed Parcel 2 and 3 operational emissions were modeled with CalEEMod version 2016.3.2 using ITE 10 th Edition trip rates, and Final EIR fleet mix and trip lengths. Mobile source emissions use EMFAC2017 emissions factors. Refer to Appendix A for model outputs.						
2. Parcel 2 and 3 emissions are derived from the approved <i>Highland Fairview Corporate Park Final EIR</i> , Table 5.3-31, page 3-217 (2008).						

Table 3: Operational Emissions – Project with Skechers Trip Generation Rates

Source	Emissions (Pounds per Day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Proposed Project¹ <i>800,000 square feet of logistics (Parcels 2 and 3)</i>	40	145	101	0	11	6
SCAQMD Threshold	55	55	550	150	150	55
Exceed SCAQMD Threshold?	No	Yes	No	No	No	No
Approved Highland Fairview Corporate Park Final EIR² <i>600,000 square feet of logistics (Parcel 2) uses in Phase 2 and 120,000 square feet of commercial (Parcel 3) in Phase 3.</i>	157	1,116	1,334	3	367	94
SCAQMD Threshold	55	55	550	150	150	55
Exceed SCAQMD Threshold?	Yes	Yes	Yes	No	Yes	Yes
Difference	-117	-971	-1,234	-3	-356	-88
ROG= reactive organic gases; NO _x = nitrogen oxides; CO = carbon monoxide; SO _x = sulfur oxides; PM ₁₀ = particulate matter 10 microns in diameter or less; PM _{2.5} = particulate matter 2.5 microns in diameter or less						
Notes: 1. Proposed Parcel 2 and 3 operational emissions were modeled with CalEEMod version 2016.3.2 using Skechers trip generation rates, and Final EIR fleet mix and trip lengths. Mobile source emissions use EMFAC2017 emissions factors. Refer to Appendix A for model outputs. 2. Parcel 2 and 3 emissions are derived from the approved <i>Highland Fairview Corporate Park Final EIR</i> , Table 5.3-31, page 3-217 (2008).						

Mitigation Program

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

Mitigation Measures from the Final EIR

Construction

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

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

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

MM AQ-2

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

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

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

MM AQ-3

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

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

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

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

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

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

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

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

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

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

- MM AQ-8** During project construction, onsite electrical hook-ups shall be provided for electric construction tools including saws, drills and compressors, to minimize the need for diesel powered electric generators.
- MM AQ-9** During construction, rumble or bumper strips or similar best management practices shall be provided where vehicles enter and exit the construction site onto paved roads or wash off trucks or any equipment leaving the site with each trip.
- MM-AQ-10** Offsite construction improvements shall be limited to an 8-hour day during daylight hours.

Conclusion

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

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

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

Mitigation Program

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

Mitigation Measures from the Final EIR

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

- MM AQ-11** All project entrances shall be posted with signs which state:
- Diesel trucks servicing the project shall not idle for more than 3 minutes; and
 - Telephone numbers of the building facilities manager and the California Air Resources Board to report violations.
- MM AQ-12** Electricity shall be provided in the loading dock areas for transportation refrigeration units visiting the site, if any.
- Note: Mitigation Measure MM AQ-13 has been satisfied through the City's approval of the World Logistics Center Specific Plan.*
- MM AQ-14** Electrical hookups shall be provided for transport refrigeration units within the Commercial component (Phases 2 and 3) to eliminate the need for idling of diesel-powered transport refrigeration units.
- MM AQ-15** The project applicant shall include in all new lease documents the requirement that the tenants shall utilize only trucks using refrigeration units capable of utilizing electrical hook-ups for deliveries to the tenant.
- MM AQ-16** All diesel trucks servicing logistics facilities in the Proposed Project site should meet or exceed 2010 engine emission standards specified in the California Code of Regulations Title 13, Article 4.5, Chapter 1, Section 2025, or be powered by natural gas, electricity, or another diesel alternative. Facility operators shall maintain a log of all trucks servicing the facility to document that trucks meet these emissions standards. This log shall be available for inspection by City staff at any time.
- Note: Mitigation Measure MM AQ-16 has been updated to be consistent with the latest standard practices and SCAQMD recommendations.*
- MM AQ-17** The project shall be designed such that the check-in point for trucks is inside the facility property to ensure that there are no trucks queuing outside the facility.
- MM AQ-18** Food services shall be provided onsite.
- MM AQ-19** Prior to the Issuance of Occupancy Permits, written evidence shall be provided to the Planning and Transportation Engineering Divisions that the project applicant shall include in all new lease documents the requirement that the tenant shall provide employees with incentives for carpooling or impose a parking fee.
- MM AQ-20** The property owners association shall maximize use of electrical equipment for landscape maintenance.
- MM AQ-21** Prior to the issuance of a certificate of occupancy for Phase 3, traffic signals, including interconnect hardware installed, or paid for, in whole or in part, by the project

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

Conclusion

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

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

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

Construction

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

Operations

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

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

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

Health Risk Assessment. The HFCP Final EIR determined that operational health risk impacts would be less than significant with the implementation of MM AQ-11 and MM AQ-12.² Health risks associated with the project occur from diesel particulate emissions from truck traffic. Mitigation Measures MM AQ-11 and MM AQ-12 would require idling limitations and the electrification of the loading dock areas and would reduce diesel particulate matter emissions from associated diesel truck traffic. As discussed above, development of Parcels 2 and 3 would generate fewer vehicle trips (including trucks) than what was analyzed in the HFCP Final EIR.³ Therefore, air emissions and associated health risks would also be lower than what would occur under the approved Project, no new impacts would occur.

Mitigation Program

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

Conclusion

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

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

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

Mitigation Program

None identified in the HFCP Final EIR.

² HFCP Final EIR, page 3-40 (Response 6-8).

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

Conclusion

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

Overall Air Quality Impact Conclusion

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

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

GREENHOUSE GAS EMISSIONS

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

Project Specific Analysis:

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

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

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

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

The SCAQMD has adopted a quantitative GHG emission significance threshold of 10,000 MTCO₂e/year to assess direct impacts from industrial projects where the SCAQMD is the lead agency. This threshold was also considered by the SCAQMD GHG CEQA Significance Threshold Stakeholder Working Group. However, no threshold has been formally adopted for use by all lead agencies. The GHG CEQA Significance Threshold Stakeholder Working Group was formed to assist SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State Office of Planning and Research, CARB, the Attorney General's Office, a variety of city and county planning departments in the South Coast Air Basin, various utilities such as sanitation and power companies throughout the South Coast Air Basin, industry groups, and environmental and professional organizations. The numeric threshold was developed to be consistent with CEQA requirements for developing significance thresholds, are supported by substantial evidence, and provides guidance to CEQA practitioners in determining whether GHG emissions from a proposed project are significant.

Operational GHG emissions associated with the development of Parcels 2 and 3 are summarized in Table 4 (Construction and Operational GHG Emissions [Mitigated]). The estimated emissions associated with proposed operations are compared to the emissions predicted in the HFCP Final EIR for the two Parcels. As shown in Table 4, the GHG emissions from development of Parcels 2 and 3 are below the SCAQMD 10,000 MTCO₂e threshold and would be 19,906 MTCO₂e less than what was analyzed in the HFCP Final EIR for the two Parcels.

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

Construction. Construction would result in direct GHG emissions. Construction GHG emissions are typically summed and amortized over the lifetime of the project (assumed to be 30 years), then added to the operational emissions⁴. The amortized emissions associated with development on Parcels 2 and 3 would be 47 MTCO₂e per year. The HFCP Final EIR predicted amortized construction emissions from Parcel 2 and 3 as 59 MTCO₂eq. Once construction is complete, the generation of these GHG emissions would cease.

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

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

insignificant as direct GHG emissions. As shown in Table 4, the development of Parcels 2 and 3 would result in 0.02 MTCO₂e/yr. The difference in water demand related energy consumption is primarily due to building area and land use type, as well as differences in consumption and emissions factors.

Table 4: Construction and Operational GHG Emissions (Mitigated)	
Source	Emissions (MTCO₂e per Year)¹
Parcels 2 and 3²	
<i>800,000 square feet of logistics (Parcels 2 and 3)</i>	
Construction Amortized Over 30 Years	46
Area Source (Landscape Equipment)	0.02
Energy (Electricity and Natural Gas)	412
Mobile Sources (Motor Vehicles)	5,390
Off-road (Forklifts)	141
Stationary (Fire Pumps)	115
Waste	189
Water and Wastewater	818
Total	7,111
<i>SCAQMD Industrial Project Threshold</i>	<i>10,000</i>
Exceeds SCAQMD Threshold?	No
Approved Highland Fairview Corporate Park Final EIR – Parcels 2 and 3^{2,3}	
<i>600,000 square feet of logistics (Parcel 2) in Phase 2 and 120,000 square feet of commercial (Parcel 3) in Phase 3.</i>	
Construction Amortized Over 30 Years	59
Natural Gas (Energy)	230
Indirect Electricity (Energy)	1,121
Motor Vehicles	25,443
Refrigerants (Area Source)	160
Landscape Equipment (Area Source)	1
Water Transport for Building Uses	37
Water Transport for Landscape	37
Sinks (Onsite Tree Sequestration) ⁴	-68
Total	27,018
Difference	-19,906
Notes:	
1. Emissions modeled with CalEEMod version 2016.3.2 using ITE 10 th Edition trip rates and Final EIR fleet mix and trip lengths. CalEEMod vehicle emissions factors were updated with EMFAC2017 vehicle emissions factors. Mobile source emissions based on ITE 10 th Edition trip rates are conservatively presented in this table. Mobile emissions using Skechers trip rates are lower than the emissions shown in this table. Mitigation includes. Refer to Appendix A for model outputs.	
2. Emissions in this table are mitigated. HFCP Final EIR Mitigation Measures MM GCC-1 through MM GHG-6 and MM GHG -8 through MM GCC-11 would be required.	
3. Parcel 2 and 3 emissions are derived from the approved <i>HFCP Final EIR</i> , Table 5.3-27 and Table 5.3-28 (2008).	
4. Sequestration emissions were conservatively not included in the emissions modeling for the proposed development on Parcels 2 and 3.	

Energy Consumption. Energy consumption consists of emissions from project consumption of electricity and natural gas. The development of Parcels 2 and 3 would result in 412 MTCO₂e/yr and the and the Approved project would result in 1,351 MTCO₂e/yr from energy consumption; refer to [Table 4](#). The difference in energy consumption emissions is primarily due to building area and land use type, as well as differences (i.e. updates) in consumption and emissions factors.

Mobile Sources. Mobiles sources from the development of Parcels 2 and 3 were calculated with CalEEMod and Approved Project emissions were calculated with URBEMIS (the recommended emissions model at the time the Draft HFCP EIR was prepared). Both CalEEMod and URBEMIS use the CARB EMFAC emissions database and project specific land use data to calculate mobile source emissions. The CalEEMod vehicle emissions factors were manually updated with EMFAC2017 vehicle emissions factors. As shown in [Table 4](#), the HFCP Final EIR predicted Parcel 2 and 3 mobile sources would generate 25,443 MTCO₂eq/yr while the emissions predicted from the development of Parcels 2 and 3 using the current EMFAC and CalEEMod models would be 5,390 MTCO₂eq/yr. This decrease is due to the lower trip generation with the development of Parcels 2 and 3 and the fact that the models reflect the fact that emissions improve over time because of regulatory requirements, inspection and maintenance programs, and fleet turnover.

Water Demand. As shown in [Table 4](#), the development of Parcels 2 and 3 would result in 818 MTCO₂e/yr, an increase from the 74 MTCO₂e predicted in the HFCP Final EIR, from the electricity consumption associated with water conveyance and treatment. The difference in water demand related energy consumption is primarily due to building area and land use type, as well as differences in consumption and emissions factors.

Solid Waste. The development of Parcels 2 and 3 would result in 189 MTCO₂e/yr. The HFCP Final EIR did not quantify solid waste emissions for the Approved Project.

Sequestration. Sequestration refers to the process of vegetation storing CO₂ (thereby reducing project CO₂ emissions) as landscaping would be added to the site. Conservatively, the emissions modeling for the development of Parcels 2 and 3 does not take credit for sequestration. The HFCP Final EIR determined that the vegetation included as landscaping for the Approved Project would reduce emissions by 68 MTCO₂eq/yr.

Impact Conclusion

As shown in [Table 4](#), the development of Parcels 2 and 3 is estimated to generate fewer GHG emissions than what was considered in the HFCP Final EIR for the two Parcels. Additionally, the development on Parcels 2 and 3 would result in 7,112 MTCO₂e per year, which is below the 10,000 MTCO₂e per year threshold. Therefore, no new impacts would occur. HFCP Final EIR Mitigation Measures MM GCC-1 through MM GHG-6 and MM GHG-8 through MM GCC-11 would be required to reduce GHG emissions. It should be noted that MM GHG-7 requires the use of biodiesel fuel during construction. However, this measure is not considered feasible because biodiesel would result in

additional construction NO_x emissions⁵ (an ozone precursor). Therefore, there would not be any new or substantially more severe environmental impacts. HFCP Final EIR Mitigation Measures MM GCC-1 through MM GCC-10 would be required to reduce GHG emissions.

Furthermore, since the HFCP Final EIR was adopted, state agencies have implemented additional regulations that will further reduce Project and cumulative GHG emissions, including:

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

Mitigation Program

The HFCP Final EIR includes measures to reduce potential impacts associated the implementation of the Highland Fairview Corporate Park Project. The following measures from the HFCP Final EIR are applicable to the development of Parcels 2 and 3:

Mitigation Measures from the Final EIR

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

⁵ California Air Resources Board, *Final Report CARB Assessment of the Emissions from the Use of Biodiesel as a Motor Vehicle Fuel in California "Biodiesel Characterization and NO_x Mitigation Study"*, October 2011 and California Air Resources Board, *Final Report CARB Comprehensive B5/B10 Biodiesel Blends Heavy-Duty Engine Dynamometer Testing*, June 2014.

- MM GCC-2** All buildings shall be designed with “cool roofs” using products certified by the Cool Roof Rating Council, and exposed roof surfaces shall use “cool paints.”
- MM GCC-3** The project shall install a photovoltaic array (solar panels) or other source of renewable energy generation on-site, or otherwise acquire energy from the local utility that has been generated by renewable sources, to meet the project’s Phase 1 office electricity needs of any offices within the Proposed Project.
- Note: Mitigation Measure MM GCC-3 has been updated to reflect the Proposed Project.*
- MM GCC-4** The design and operation of the project shall use ENERGY STAR-qualified energy efficient products for heating and cooling systems and for built-in appliances and lighting.
- MM GCC-5** To reduce vehicle miles traveled and emissions associated with trucks and vehicles, the following measures shall be implemented to the satisfaction of the Community Development Director, Public Works Director, Building Official, and Transportation Division Manager:
- a. Onsite secure, weather-protected bicycle storage parking shall be provided. Onsite showers (one for males and one for females) and lockers for employees shall be provided in each building. Onsite convenient bicycle parking shall be provided for retail customers.
 - b. Any traffic lights installed as part of this project shall use Light Emitting Diodes.
 - c. Pedestrian and bicycle connections shall be provided to surrounding areas consistent with the Existing General Plan.
 - d. A Transportation Management Association (TMA) shall be established for the project by the applicant. The TMA shall coordinate its efforts with other TMAs in the City and encourage and coordinate carpooling by occupants of the project. The TMA shall advertise its services to the building occupants. The TMA shall offer transit or other incentives to the employees to reduce greenhouse gas emissions. A shuttle shall be provided during any one hour period where the number of employees using public transit exceeds 20 during the period. The TMA shall distribute public transportation information to its employees. The TMA shall provide electronic message board space for coordinating rides. Within two months after project completion, the TMA shall submit a plan to the City that outlines the measures the TMA has implemented and contact information.
 - e. There shall be preferential parking for carpoolers, vanpools, and alternatively fueled vehicles.

- MM GCC-6** The project shall provide a minimum of two electric vehicle-charging stations.
- MM GCC-8** Prior to issuance of a grading permit, the project shall have in place a City-approved Solid Waste Diversion and Recycling Plan that demonstrates the diversion and recycling of all salvageable and re-useable wood, metal, plastic and paper products used during project construction. A similar Plan shall be in place prior to occupancy that demonstrates the diversion and recycling of all wood, metal, plastic and paper products during on-going operation of the warehouse and office portions of the project. The Plans shall include the name of the waste hauler, their assumed destination for all waste and recycled materials, and the procedures that will be followed to ensure implementation of this measure.
- MMGCC-9** The project shall be certifiable under Leadership in Energy and Environmental Design (LEED). The project shall obtain the following credits from the LEED for New Construction & Major Renovations, version 2.2 (or equivalent): Sustainable Sites Credit 7.1: Heat Island Effect, Non-Roof; LEED Energy & Atmosphere Credit 1, Optimize Energy Performance, in part through installing skylights and utilizing energy efficient lighting. Demonstration of certifiability shall be provided to the satisfaction of the City, prior to the issuance of building permits.
- MMGCC-10** The project shall be designed to accommodate trucks utilizing “SmartWay Truck Efficiency” emission reduction features. Trailer tails (extenders) are incompatible with loading docks and are exempt from this measure.
- MM GCC-11** Every truck that enters the site with a gross vehicle weight rating over 10,000 pounds shall have an Engine Certification Label. If it does not have the label, it shall be prohibited from entering the project site.

See also MMs AQ-3, AQ-4, AQ-5, AQ-7A, AQ 7B, and AQ-14 through AQ-21, which reduce GHG emissions.

Conclusion

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

NOISE

Previous Significance Determination: The HFCP Final EIR determined that Mitigation Measures MM N-1 through MM N-5 would bring construction noise levels into compliance with the Moreno Valley Noise Ordinance and reduce impacts from construction noise to less than significant levels. Operational traffic noise impacts and on-site operational activities would also be less than significant. However, cumulative traffic noise impacts to residences along two roadway segments north of SR-60

are anticipated to be greater than 65 CNEL. Soundwall mitigation is not considered feasible and cumulative noise impacts at these locations were determined to be significant and unavoidable.

Project Specific Analysis:

- Threshold (a)** Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Threshold (b)** Exposure of persons to or generation of, excessive groundborne vibration or groundborne noise levels.
- Threshold (c)** Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.
- Threshold (d)** Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

The HFCP Final EIR for the Approved Project determined that construction and operational noise impacts would be less than significant with the implementation of construction noise mitigation measures. Cumulative traffic noise impacts would be significant and no feasible mitigation is available. Based on the Project *Trip Generation Consistency Memorandum* prepared by Kimley-Horn (September 2018), the development of Parcels 2 and 3 would result in fewer vehicle trips than the Approved Project, with associated reduction motor vehicle noise. Fewer vehicle trips would reduce the severity of the cumulative noise impacts identified in the HFCP Final EIR. HFCP Final EIR Mitigation Measures MM N-1 and MM N-3 through MM N-5 would be required to reduce construction noise impacts. Therefore, construction-related noise would not increase and no new impacts would occur.

Mitigation Program

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

Mitigation Measures from the Final EIR

- MM N-1** **No Construction Vehicles on Redlands Boulevard south of Future Eucalyptus Avenue.** Other than construction vehicles necessary for identified offsite improvements within Redlands Boulevard, no construction vehicles shall be allowed in the vicinity of any residences on Redlands Boulevard south of existing Fir/future Eucalyptus Avenue. The prohibition for construction traffic should occur for all phases of the proposed project.
- MM N-3** **Daytime Construction Noise.** If project site grading activities must occur within 560 feet of noise-sensitive land uses during the daytime (7 a.m. to 8 p.m.), then temporary

sound barriers of sufficient height and density to reduce daytime noise levels to 60 dBA (Leq) or less must be placed between the grading activities and the noise-sensitive land uses. Prior to the issuance of a grading permit, the developer shall submit a NRCP to the City as part of the grading permit submittal showing the limits of daytime construction based on the 560 foot setback in relation to the location of occupied residential dwellings and their associated parcels and other noises sensitive uses.

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

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

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

MM N-5 **Locate Material Stockpiles 1,200 Feet from Residences south of the Freeway.** Material stockpiles should be located at least 1,200 feet from the residences south of future Eucalyptus Avenue along ~~Theodore Street~~ World Logistics Parkway and Redlands Boulevard. Remotely locating the stockpiles reduces the noise at the residences from equipment traveling to and from the stockpiles and the banging noises that are sometimes associated with stacking materials.

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

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

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

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

Mitigation Program

None identified in the HFCP Final EIR.

Conclusion

With regard to CEQA Section 21166 and CEQA Guidelines Section 15162(a), the development on Parcels 2 and 3 would not result in any new impacts, or increase the severity of the previously identified impacts, with respect to noise. Therefore, preparation of a subsequent environmental impact report is not warranted.

Appendix A

Air Quality and GHG Data

HFCP Proposed Project - Construction - Riverside-South Coast County, Annual

**HFCP Proposed Project - Construction
Riverside-South Coast County, Annual**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	800.00	1000sqft	18.37	800,000.00	0
Free-Standing Discount Superstore	80.00	1000sqft	1.84	80,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.4	Precipitation Freq (Days)	28
Climate Zone	10	Operational Year		2020	
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	702.44	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - anticipated schedule

Off-road Equipment - anticipated equipment

Off-road Equipment - anticipated equipment

Off-road Equipment - anticipated equipment to account for on-site earthwork

Off-road Equipment - anticipated equipment

Off-road Equipment - anticipated equipment

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview

Trips and VMT -

Grading - project earthwork

Construction Off-road Equipment Mitigation - Per Rule 403

Operational Off-Road Equipment -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	6
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	120.00
tblConstructionPhase	NumDays	370.00	170.00
tblGrading	AcresOfGrading	157.50	87.50
tblOffRoadEquipment	HorsePower	172.00	200.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	8.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	4.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019	2.1827	8.4717	6.6626	0.0153	0.5893	0.3947	0.9839	0.1809	0.3725	0.5534	0.0000	1,375.3472	1,375.3472	0.2159	0.0000	1,380.7447
2020	2.8792	0.0805	0.1809	4.3000e-004	0.0332	4.8600e-003	0.0381	8.8300e-003	4.8500e-003	0.0137	0.0000	38.5321	38.5321	1.5300e-003	0.0000	38.5703
Maximum	2.8792	8.4717	6.6626	0.0153	0.5893	0.3947	0.9839	0.1809	0.3725	0.5534	0.0000	1,375.3472	1,375.3472	0.2159	0.0000	1,380.7447

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019	2.1827	8.4717	6.6626	0.0153	0.4717	0.3947	0.8664	0.1359	0.3725	0.5084	0.0000	1,375.3463	1,375.3463	0.2159	0.0000	1,380.7438
2020	2.8792	0.0805	0.1809	4.3000e-004	0.0315	4.8600e-003	0.0364	8.4000e-003	4.8500e-003	0.0133	0.0000	38.5321	38.5321	1.5300e-003	0.0000	38.5703
Maximum	2.8792	8.4717	6.6626	0.0153	0.4717	0.3947	0.8664	0.1359	0.3725	0.5084	0.0000	1,375.3463	1,375.3463	0.2159	0.0000	1,380.7438

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	19.16	0.00	11.67	23.96	0.00	8.01	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-1-2019	3-31-2019	2.7372	2.7372
2	4-1-2019	6-30-2019	2.9089	2.9089
3	7-1-2019	9-30-2019	2.9408	2.9408
4	10-1-2019	12-31-2019	2.0469	2.0469
5	1-1-2020	3-31-2020	2.2909	2.2909
6	4-1-2020	6-30-2020	0.6797	0.6797

		Highest	2.9408	2.9408
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3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	1/1/2019	2/18/2019	5	35	
2	Building Construction	Building Construction	2/19/2019	10/14/2019	5	170	
3	Paving	Paving	10/15/2019	11/11/2019	5	20	
4	Architectural Coating	Architectural Coating	11/12/2019	4/27/2020	5	120	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 87.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,320,000; Non-Residential Outdoor: 440,000; Striped Parking

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Excavators	0	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Other Construction Equipment	1	8.00	200	0.42
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	4	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	4	7.00	231	0.29
Building Construction	Forklifts	8	8.00	89	0.20
Building Construction	Generator Sets	4	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	4	7.00	97	0.37
Building Construction	Welders	4	8.00	46	0.45

Paving	Pavers	4	8.00	130	0.42
Paving	Paving Equipment	4	8.00	132	0.36
Paving	Rollers	4	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading	9	23.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	24	362.00	144.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	12	30.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	72.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

- Replace Ground Cover
- Water Exposed Area
- Water Unpaved Roads
- Reduce Vehicle Speed on Unpaved Roads
- Clean Paved Roads

3.2 Grading - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1518	0.0000	0.1518	0.0629	0.0000	0.0629	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1111	1.3122	0.7520	1.4300e-003		0.0549	0.0549		0.0505	0.0505	0.0000	128.8696	128.8696	0.0408	0.0000	129.8890

Total	0.1111	1.3122	0.7520	1.4300e-003	0.1518	0.0549	0.2067	0.0629	0.0505	0.1134	0.0000	128.8696	128.8696	0.0408	0.0000	129.8890
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Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-003	1.4600e-003	0.0153	4.0000e-005	4.4200e-003	3.0000e-005	4.4500e-003	1.1700e-003	3.0000e-005	1.2000e-003	0.0000	3.8222	3.8222	1.0000e-004	0.0000	3.8248
Total	2.0000e-003	1.4600e-003	0.0153	4.0000e-005	4.4200e-003	3.0000e-005	4.4500e-003	1.1700e-003	3.0000e-005	1.2000e-003	0.0000	3.8222	3.8222	1.0000e-004	0.0000	3.8248

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0562	0.0000	0.0562	0.0233	0.0000	0.0233	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1111	1.3122	0.7520	1.4300e-003		0.0549	0.0549		0.0505	0.0505	0.0000	128.8695	128.8695	0.0408	0.0000	129.8888
Total	0.1111	1.3122	0.7520	1.4300e-003	0.0562	0.0549	0.1111	0.0233	0.0505	0.0738	0.0000	128.8695	128.8695	0.0408	0.0000	129.8888

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-003	1.4600e-003	0.0153	4.0000e-005	4.1900e-003	3.0000e-005	4.2200e-003	1.1200e-003	3.0000e-005	1.1400e-003	0.0000	3.8222	3.8222	1.0000e-004	0.0000	3.8248
Total	2.0000e-003	1.4600e-003	0.0153	4.0000e-005	4.1900e-003	3.0000e-005	4.2200e-003	1.1200e-003	3.0000e-005	1.1400e-003	0.0000	3.8222	3.8222	1.0000e-004	0.0000	3.8248

3.3 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.6099	5.2904	4.0596	6.7800e-003		0.3081	0.3081		0.2923	0.2923	0.0000	586.6772	586.6772	0.1274	0.0000	589.8632
Total	0.6099	5.2904	4.0596	6.7800e-003		0.3081	0.3081		0.2923	0.2923	0.0000	586.6772	586.6772	0.1274	0.0000	589.8632

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0415	1.4125	0.2812	3.1700e-003	0.0773	0.0106	0.0880	0.0223	0.0102	0.0325	0.0000	303.0819	303.0819	0.0258	0.0000	303.7275
Worker	0.1528	0.1113	1.1675	3.2300e-003	0.3382	2.1200e-003	0.3403	0.0898	1.9600e-003	0.0918	0.0000	292.1944	292.1944	7.9900e-003	0.0000	292.3943
Total	0.1943	1.5239	1.4487	6.4000e-003	0.4155	0.0128	0.4283	0.1121	0.0121	0.1242	0.0000	595.2763	595.2763	0.0338	0.0000	596.1218

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.6099	5.2904	4.0596	6.7800e-003		0.3081	0.3081		0.2923	0.2923	0.0000	586.6765	586.6765	0.1274	0.0000	589.8625
Total	0.6099	5.2904	4.0596	6.7800e-003		0.3081	0.3081		0.2923	0.2923	0.0000	586.6765	586.6765	0.1274	0.0000	589.8625

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0415	1.4125	0.2812	3.1700e-003	0.0740	0.0106	0.0847	0.0215	0.0102	0.0317	0.0000	303.0819	303.0819	0.0258	0.0000	303.7275
Worker	0.1528	0.1113	1.1675	3.2300e-003	0.3206	2.1200e-003	0.3227	0.0855	1.9600e-003	0.0874	0.0000	292.1944	292.1944	7.9900e-003	0.0000	292.3943

Total	0.1943	1.5239	1.4487	6.4000e-003	0.3946	0.0128	0.4074	0.1070	0.0121	0.1191	0.0000	595.2763	595.2763	0.0338	0.0000	596.1218
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3.4 Paving - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0291	0.3049	0.2933	4.6000e-004		0.0165	0.0165		0.0152	0.0152	0.0000	40.9504	40.9504	0.0130	0.0000	41.2743
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0291	0.3049	0.2933	4.6000e-004		0.0165	0.0165		0.0152	0.0152	0.0000	40.9504	40.9504	0.0130	0.0000	41.2743

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4900e-003	1.0900e-003	0.0114	3.0000e-005	3.3000e-003	2.0000e-005	3.3200e-003	8.8000e-004	2.0000e-005	8.9000e-004	0.0000	2.8488	2.8488	8.0000e-005	0.0000	2.8508
Total	1.4900e-003	1.0900e-003	0.0114	3.0000e-005	3.3000e-003	2.0000e-005	3.3200e-003	8.8000e-004	2.0000e-005	8.9000e-004	0.0000	2.8488	2.8488	8.0000e-005	0.0000	2.8508

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0291	0.3049	0.2933	4.6000e-004		0.0165	0.0165		0.0152	0.0152	0.0000	40.9503	40.9503	0.0130	0.0000	41.2742
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0291	0.3049	0.2933	4.6000e-004		0.0165	0.0165		0.0152	0.0152	0.0000	40.9503	40.9503	0.0130	0.0000	41.2742

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.4900e-003	1.0900e-003	0.0114	3.0000e-005	3.1300e-003	2.0000e-005	3.1500e-003	8.3000e-004	2.0000e-005	8.5000e-004	0.0000	2.8488	2.8488	8.0000e-005	0.0000	2.8508
Total	1.4900e-003	1.0900e-003	0.0114	3.0000e-005	3.1300e-003	2.0000e-005	3.1500e-003	8.3000e-004	2.0000e-005	8.5000e-004	0.0000	2.8488	2.8488	8.0000e-005	0.0000	2.8508

3.5 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Archit. Coating	1.2236					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.8000e-003	0.0330	0.0331	5.0000e-005		2.3200e-003	2.3200e-003		2.3200e-003	2.3200e-003	0.0000	4.5959	4.5959	3.9000e-004	0.0000	4.6056
Total	1.2284	0.0330	0.0331	5.0000e-005		2.3200e-003	2.3200e-003		2.3200e-003	2.3200e-003	0.0000	4.5959	4.5959	3.9000e-004	0.0000	4.6056

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.4400e-003	4.6900e-003	0.0492	1.4000e-004	0.0142	9.0000e-005	0.0143	3.7800e-003	8.0000e-005	3.8600e-003	0.0000	12.3069	12.3069	3.4000e-004	0.0000	12.3153
Total	6.4400e-003	4.6900e-003	0.0492	1.4000e-004	0.0142	9.0000e-005	0.0143	3.7800e-003	8.0000e-005	3.8600e-003	0.0000	12.3069	12.3069	3.4000e-004	0.0000	12.3153

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.2236					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.8000e-003	0.0330	0.0331	5.0000e-005		2.3200e-003	2.3200e-003		2.3200e-003	2.3200e-003	0.0000	4.5959	4.5959	3.9000e-004	0.0000	4.6056
Total	1.2284	0.0330	0.0331	5.0000e-005		2.3200e-003	2.3200e-003		2.3200e-003	2.3200e-003	0.0000	4.5959	4.5959	3.9000e-004	0.0000	4.6056

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.4400e-003	4.6900e-003	0.0492	1.4000e-004	0.0135	9.0000e-005	0.0136	3.6000e-003	8.0000e-005	3.6800e-003	0.0000	12.3069	12.3069	3.4000e-004	0.0000	12.3153
Total	6.4400e-003	4.6900e-003	0.0492	1.4000e-004	0.0135	9.0000e-005	0.0136	3.6000e-003	8.0000e-005	3.6800e-003	0.0000	12.3069	12.3069	3.4000e-004	0.0000	12.3153

3.5 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	2.8552					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0102	0.0707	0.0769	1.2000e-004		4.6600e-003	4.6600e-003		4.6600e-003	4.6600e-003	0.0000	10.7237	10.7237	8.3000e-004	0.0000	10.7444
Total	2.8653	0.0707	0.0769	1.2000e-004		4.6600e-003	4.6600e-003		4.6600e-003	4.6600e-003	0.0000	10.7237	10.7237	8.3000e-004	0.0000	10.7444

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0139	9.7400e-003	0.1040	3.1000e-004	0.0332	2.0000e-004	0.0334	8.8300e-003	1.9000e-004	9.0100e-003	0.0000	27.8085	27.8085	7.0000e-004	0.0000	27.8259
Total	0.0139	9.7400e-003	0.1040	3.1000e-004	0.0332	2.0000e-004	0.0334	8.8300e-003	1.9000e-004	9.0100e-003	0.0000	27.8085	27.8085	7.0000e-004	0.0000	27.8259

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	2.8552					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0102	0.0707	0.0769	1.2000e-004		4.6600e-003	4.6600e-003		4.6600e-003	4.6600e-003	0.0000	10.7237	10.7237	8.3000e-004	0.0000	10.7444
Total	2.8653	0.0707	0.0769	1.2000e-004		4.6600e-003	4.6600e-003		4.6600e-003	4.6600e-003	0.0000	10.7237	10.7237	8.3000e-004	0.0000	10.7444

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0139	9.7400e-003	0.1040	3.1000e-004	0.0315	2.0000e-004	0.0317	8.4000e-003	1.9000e-004	8.5900e-003	0.0000	27.8085	27.8085	7.0000e-004	0.0000	27.8259
Total	0.0139	9.7400e-003	0.1040	3.1000e-004	0.0315	2.0000e-004	0.0317	8.4000e-003	1.9000e-004	8.5900e-003	0.0000	27.8085	27.8085	7.0000e-004	0.0000	27.8259

HFCP Proposed Project - Construction - Riverside-South Coast County, Summer

**HFCP Proposed Project - Construction
Riverside-South Coast County, Summer**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	800.00	1000sqft	18.37	800,000.00	0
Free-Standing Discount Superstore	80.00	1000sqft	1.84	80,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.4	Precipitation Freq (Days)	28
Climate Zone	10	Operational Year	2020		
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

- Project Characteristics -
- Land Use -
- Construction Phase - anticipated schedule
- Off-road Equipment - anticipated equipment
- Off-road Equipment - anticipated equipment
- Off-road Equipment - anticipated equipment to account for on-site earthwork
- Off-road Equipment - anticipated equipment
- Off-road Equipment - anticipated equipment

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview

Trips and VMT -

Grading - project earthwork

Construction Off-road Equipment Mitigation - Per Rule 403

Operational Off-Road Equipment -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	6
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	120.00
tblConstructionPhase	NumDays	370.00	170.00
tblGrading	AcresOfGrading	157.50	87.50
tblOffRoadEquipment	HorsePower	172.00	200.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	8.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	4.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	68.6429	79.8556	66.9135	0.1591	8.9304	3.7741	12.0680	3.6647	3.5809	6.5512	0.0000	15,719.2344	15,719.2344	2.5756	0.0000	15,771.4219
2020	68.5886	1.9005	4.7346	0.0109	0.8048	0.1158	0.9206	0.2134	0.1154	0.3289	0.0000	1,074.5961	1,074.5961	0.0421	0.0000	1,075.6492
Maximum	68.6429	79.8556	66.9135	0.1591	8.9304	3.7741	12.0680	3.6647	3.5809	6.5512	0.0000	15,719.2344	15,719.2344	2.5756	0.0000	15,771.4219

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	68.6429	79.8556	66.9135	0.1591	4.7180	3.7741	8.4921	1.3974	3.5809	4.8580	0.0000	15,719.2344	15,719.2344	2.5756	0.0000	15,771.4219
2020	68.5886	1.9005	4.7346	0.0109	0.7628	0.1158	0.8786	0.2031	0.1154	0.3186	0.0000	1,074.5961	1,074.5961	0.0421	0.0000	1,075.6492
Maximum	68.6429	79.8556	66.9135	0.1591	4.7180	3.7741	8.4921	1.3974	3.5809	4.8580	0.0000	15,719.2344	15,719.2344	2.5756	0.0000	15,771.4219

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	43.70	0.00	27.85	58.73	0.00	24.76	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	1/1/2019	2/18/2019	5	35	

2	Building Construction	Building Construction	2/19/2019	10/14/2019	5	170
3	Paving	Paving	10/15/2019	11/11/2019	5	20
4	Architectural Coating	Architectural Coating	11/12/2019	4/27/2020	5	120

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 87.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,320,000; Non-Residential Outdoor: 440,000; Striped Parking

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Excavators	0	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Other Construction Equipment	1	8.00	200	0.42
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	4	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	4	7.00	231	0.29
Building Construction	Forklifts	8	8.00	89	0.20
Building Construction	Generator Sets	4	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	4	7.00	97	0.37
Building Construction	Welders	4	8.00	46	0.45
Paving	Pavers	4	8.00	130	0.42
Paving	Paving Equipment	4	8.00	132	0.36
Paving	Rollers	4	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class

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Grading	9	23.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	24	362.00	144.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	12	30.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	72.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

- Replace Ground Cover
- Water Exposed Area
- Water Unpaved Roads
- Reduce Vehicle Speed on Unpaved Roads
- Clean Paved Roads

3.2 Grading - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	6.3480	74.9841	42.9732	0.0820		3.1360	3.1360		2.8851	2.8851		8,117.3973	8,117.3973	2.5683		8,181.6038
Total	6.3480	74.9841	42.9732	0.0820	8.6733	3.1360	11.8093	3.5965	2.8851	6.4816		8,117.3973	8,117.3973	2.5683		8,181.6038

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
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Category	lb/day										lb/day				
	Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1266	0.0777	1.0218	2.6300e-003	0.2571	1.5900e-003	0.2587	0.0682	1.4600e-003	0.0696	261.6301	261.6301	7.3200e-003	261.8133	
Total	0.1266	0.0777	1.0218	2.6300e-003	0.2571	1.5900e-003	0.2587	0.0682	1.4600e-003	0.0696	261.6301	261.6301	7.3200e-003	261.8133	

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.2135	0.0000	3.2135	1.3325	0.0000	1.3325			0.0000			0.0000
Off-Road	6.3480	74.9841	42.9732	0.0820		3.1360	3.1360		2.8851	2.8851	0.0000	8,117.3973	8,117.3973	2.5683		8,181.6038
Total	6.3480	74.9841	42.9732	0.0820	3.2135	3.1360	6.3494	1.3325	2.8851	4.2176	0.0000	8,117.3973	8,117.3973	2.5683		8,181.6038

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

Worker	0.1266	0.0777	1.0218	2.6300e-003	0.2437	1.5900e-003	0.2453	0.0649	1.4600e-003	0.0664		261.6301	261.6301	7.3200e-003		261.8133
Total	0.1266	0.0777	1.0218	2.6300e-003	0.2437	1.5900e-003	0.2453	0.0649	1.4600e-003	0.0664		261.6301	261.6301	7.3200e-003		261.8133

3.3 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	7.1752	62.2404	47.7596	0.0798		3.6246	3.6246		3.4388	3.4388		7,608.2460	7,608.2460	1.6527		7,649.5637
Total	7.1752	62.2404	47.7596	0.0798		3.6246	3.6246		3.4388	3.4388		7,608.2460	7,608.2460	1.6527		7,649.5637

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4796	16.3920	3.0718	0.0379	0.9222	0.1245	1.0467	0.2655	0.1191	0.3846		3,993.1576	3,993.1576	0.3195		4,001.1453
Worker	1.9932	1.2232	16.0820	0.0414	4.0463	0.0250	4.0713	1.0731	0.0230	1.0961		4,117.8308	4,117.8308	0.1153		4,120.7128
Total	2.4728	17.6152	19.1539	0.0793	4.9685	0.1495	5.1180	1.3386	0.1421	1.4807		8,110.9884	8,110.9884	0.4348		8,121.8582

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	7.1752	62.2404	47.7596	0.0798		3.6246	3.6246		3.4388	3.4388	0.0000	7,608.2460	7,608.2460	1.6527		7,649.5637
Total	7.1752	62.2404	47.7596	0.0798		3.6246	3.6246		3.4388	3.4388	0.0000	7,608.2460	7,608.2460	1.6527		7,649.5637

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4796	16.3920	3.0718	0.0379	0.8828	0.1245	1.0073	0.2558	0.1191	0.3750		3,993.1576	3,993.1576	0.3195		4,001.1453
Worker	1.9932	1.2232	16.0820	0.0414	3.8352	0.0250	3.8602	1.0213	0.0230	1.0443		4,117.8308	4,117.8308	0.1153		4,120.7128
Total	2.4728	17.6152	19.1539	0.0793	4.7180	0.1495	4.8675	1.2771	0.1421	1.4193		8,110.9884	8,110.9884	0.4348		8,121.8582

3.4 Paving - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
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Category	lb/day										lb/day				
Off-Road	2.9089	30.4881	29.3297	0.0456		1.6492	1.6492		1.5172	1.5172	4,514.0050	4,514.0050	1.4282		4,549.7096
Paving	0.0000					0.0000	0.0000		0.0000	0.0000		0.0000			0.0000
Total	2.9089	30.4881	29.3297	0.0456		1.6492	1.6492		1.5172	1.5172	4,514.0050	4,514.0050	1.4282		4,549.7096

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1652	0.1014	1.3328	3.4300e-003	0.3353	2.0700e-003	0.3374	0.0889	1.9100e-003	0.0908		341.2567	341.2567	9.5500e-003		341.4955
Total	0.1652	0.1014	1.3328	3.4300e-003	0.3353	2.0700e-003	0.3374	0.0889	1.9100e-003	0.0908		341.2567	341.2567	9.5500e-003		341.4955

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.9089	30.4881	29.3297	0.0456		1.6492	1.6492		1.5172	1.5172	0.0000	4,514.0050	4,514.0050	1.4282		4,549.7096
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000

Total	2.9089	30.4881	29.3297	0.0456		1.6492	1.6492		1.5172	1.5172	0.0000	4,514.0050	4,514.0050	1.4282		4,549.7096
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Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1652	0.1014	1.3328	3.4300e-003	0.3178	2.0700e-003	0.3199	0.0846	1.9100e-003	0.0865		341.2567	341.2567	9.5500e-003		341.4955
Total	0.1652	0.1014	1.3328	3.4300e-003	0.3178	2.0700e-003	0.3199	0.0846	1.9100e-003	0.0865		341.2567	341.2567	9.5500e-003		341.4955

3.5 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	67.9800					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		282.0423
Total	68.2464	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		282.0423

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3964	0.2433	3.1986	8.2300e-003	0.8048	4.9700e-003	0.8098	0.2134	4.5800e-003	0.2180		819.0161	819.0161	0.0229		819.5893
Total	0.3964	0.2433	3.1986	8.2300e-003	0.8048	4.9700e-003	0.8098	0.2134	4.5800e-003	0.2180		819.0161	819.0161	0.0229		819.5893

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	67.9800					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288	0.0000	281.4481	281.4481	0.0238		282.0423
Total	68.2464	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288	0.0000	281.4481	281.4481	0.0238		282.0423

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.3964	0.2433	3.1986	8.2300e-003	0.7628	4.9700e-003	0.7678	0.2031	4.5800e-003	0.2077		819.0161	819.0161	0.0229	819.5893
Total	0.3964	0.2433	3.1986	8.2300e-003	0.7628	4.9700e-003	0.7678	0.2031	4.5800e-003	0.2077		819.0161	819.0161	0.0229	819.5893

3.5 Architectural Coating - 2020
Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	67.9800					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
Total	68.2222	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3664	0.2167	2.9032	7.9600e-003	0.8048	4.8700e-003	0.8097	0.2134	4.4900e-003	0.2179		793.1481	793.1481	0.0203		793.6563

Total	0.3664	0.2167	2.9032	7.9600e-003	0.8048	4.8700e-003	0.8097	0.2134	4.4900e-003	0.2179		793.1481	793.1481	0.0203		793.6563
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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	67.9800					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928
Total	68.2222	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3664	0.2167	2.9032	7.9600e-003	0.7628	4.8700e-003	0.7677	0.2031	4.4900e-003	0.2076		793.1481	793.1481	0.0203		793.6563
Total	0.3664	0.2167	2.9032	7.9600e-003	0.7628	4.8700e-003	0.7677	0.2031	4.4900e-003	0.2076		793.1481	793.1481	0.0203		793.6563

HFCP Proposed Project - Construction - Riverside-South Coast County, Winter

HFCP Proposed Project - Construction Riverside-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	800.00	1000sqft	18.37	800,000.00	0
Free-Standing Discount Superstore	80.00	1000sqft	1.84	80,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.4	Precipitation Freq (Days)	28
Climate Zone	10	Operational Year	2020		
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

- Project Characteristics -
- Land Use -
- Construction Phase - anticipated schedule
- Off-road Equipment - anticipated equipment
- Off-road Equipment - anticipated equipment
- Off-road Equipment - anticipated equipment to account for on-site earthwork
- Off-road Equipment - anticipated equipment
- Off-road Equipment - anticipated equipment

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview

Trips and VMT -

Grading - project earthwork

Construction Off-road Equipment Mitigation - Per Rule 403

Operational Off-Road Equipment -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	6
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	120.00
tblConstructionPhase	NumDays	370.00	170.00
tblGrading	AcresOfGrading	157.50	87.50
tblOffRoadEquipment	HorsePower	172.00	200.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	8.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	4.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	4.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	68.6338	79.8613	64.3651	0.1534	8.9304	3.7756	12.0680	3.6647	3.5824	6.5512	0.0000	15,146.4344	15,146.4344	2.5746	0.0000	15,199.1318
2020	68.5810	1.9080	4.1799	0.0101	0.8048	0.1158	0.9206	0.2134	0.1154	0.3289	0.0000	992.9778	992.9778	0.0395	0.0000	993.9644
Maximum	68.6338	79.8613	64.3651	0.1534	8.9304	3.7756	12.0680	3.6647	3.5824	6.5512	0.0000	15,146.4344	15,146.4344	2.5746	0.0000	15,199.1318

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2019	68.6338	79.8613	64.3651	0.1534	4.7180	3.7756	8.4936	1.3974	3.5824	4.8595	0.0000	15,146.4344	15,146.4344	2.5746	0.0000	15,199.1318
2020	68.5810	1.9080	4.1799	0.0101	0.7628	0.1158	0.8786	0.2031	0.1154	0.3186	0.0000	992.9778	992.9778	0.0395	0.0000	993.9644
Maximum	68.6338	79.8613	64.3651	0.1534	4.7180	3.7756	8.4936	1.3974	3.5824	4.8595	0.0000	15,146.4344	15,146.4344	2.5746	0.0000	15,199.1318

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	43.70	0.00	27.84	58.73	0.00	24.74	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	1/1/2019	2/18/2019	5	35	

2	Building Construction	Building Construction	2/19/2019	10/14/2019	5	170
3	Paving	Paving	10/15/2019	11/11/2019	5	20
4	Architectural Coating	Architectural Coating	11/12/2019	4/27/2020	5	120

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 87.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,320,000; Non-Residential Outdoor: 440,000; Striped Parking

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Excavators	0	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Other Construction Equipment	1	8.00	200	0.42
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	4	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	4	7.00	231	0.29
Building Construction	Forklifts	8	8.00	89	0.20
Building Construction	Generator Sets	4	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	4	7.00	97	0.37
Building Construction	Welders	4	8.00	46	0.45
Paving	Pavers	4	8.00	130	0.42
Paving	Paving Equipment	4	8.00	132	0.36
Paving	Rollers	4	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class

Grading	9	23.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	24	362.00	144.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	12	30.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	72.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

- Replace Ground Cover
- Water Exposed Area
- Water Unpaved Roads
- Reduce Vehicle Speed on Unpaved Roads
- Clean Paved Roads

3.2 Grading - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	6.3480	74.9841	42.9732	0.0820		3.1360	3.1360		2.8851	2.8851		8,117.3973	8,117.3973	2.5683		8,181.6038
Total	6.3480	74.9841	42.9732	0.0820	8.6733	3.1360	11.8093	3.5965	2.8851	6.4816		8,117.3973	8,117.3973	2.5683		8,181.6038

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
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Category	lb/day										lb/day				
	Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1237	0.0805	0.8281	2.3600e-003	0.2571	1.5900e-003	0.2587	0.0682	1.4600e-003	0.0696		234.7190	234.7190	6.3700e-003	234.8782
Total	0.1237	0.0805	0.8281	2.3600e-003	0.2571	1.5900e-003	0.2587	0.0682	1.4600e-003	0.0696		234.7190	234.7190	6.3700e-003	234.8782

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.2135	0.0000	3.2135	1.3325	0.0000	1.3325			0.0000			0.0000
Off-Road	6.3480	74.9841	42.9732	0.0820		3.1360	3.1360		2.8851	2.8851	0.0000	8,117.3973	8,117.3973	2.5683		8,181.6038
Total	6.3480	74.9841	42.9732	0.0820	3.2135	3.1360	6.3494	1.3325	2.8851	4.2176	0.0000	8,117.3973	8,117.3973	2.5683		8,181.6038

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

Worker	0.1237	0.0805	0.8281	2.3600e-003	0.2437	1.5900e-003	0.2453	0.0649	1.4600e-003	0.0664		234.7190	234.7190	6.3700e-003		234.8782
Total	0.1237	0.0805	0.8281	2.3600e-003	0.2437	1.5900e-003	0.2453	0.0649	1.4600e-003	0.0664		234.7190	234.7190	6.3700e-003		234.8782

3.3 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	7.1752	62.2404	47.7596	0.0798		3.6246	3.6246		3.4388	3.4388		7,608.2460	7,608.2460	1.6527		7,649.5637
Total	7.1752	62.2404	47.7596	0.0798		3.6246	3.6246		3.4388	3.4388		7,608.2460	7,608.2460	1.6527		7,649.5637

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.5035	16.3547	3.5715	0.0365	0.9222	0.1261	1.0482	0.2655	0.1206	0.3861		3,843.9164	3,843.9164	0.3549		3,852.7900
Worker	1.9475	1.2662	13.0340	0.0371	4.0463	0.0250	4.0713	1.0731	0.0230	1.0961		3,694.2721	3,694.2721	0.1002		3,696.7781
Total	2.4510	17.6209	16.6055	0.0736	4.9685	0.1510	5.1195	1.3386	0.1436	1.4822		7,538.1885	7,538.1885	0.4552		7,549.5681

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	7.1752	62.2404	47.7596	0.0798		3.6246	3.6246		3.4388	3.4388	0.0000	7,608.2460	7,608.2460	1.6527		7,649.5637
Total	7.1752	62.2404	47.7596	0.0798		3.6246	3.6246		3.4388	3.4388	0.0000	7,608.2460	7,608.2460	1.6527		7,649.5637

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.5035	16.3547	3.5715	0.0365	0.8828	0.1261	1.0088	0.2558	0.1206	0.3764		3,843.9164	3,843.9164	0.3549		3,852.7900
Worker	1.9475	1.2662	13.0340	0.0371	3.8352	0.0250	3.8602	1.0213	0.0230	1.0443		3,694.2721	3,694.2721	0.1002		3,696.7781
Total	2.4510	17.6209	16.6055	0.0736	4.7180	0.1510	4.8690	1.2771	0.1436	1.4207		7,538.1885	7,538.1885	0.4552		7,549.5681

3.4 Paving - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
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Category	lb/day										lb/day				
Off-Road	2.9089	30.4881	29.3297	0.0456		1.6492	1.6492		1.5172	1.5172	4,514.0050	4,514.0050	1.4282		4,549.7096
Paving	0.0000					0.0000	0.0000		0.0000	0.0000		0.0000			0.0000
Total	2.9089	30.4881	29.3297	0.0456		1.6492	1.6492		1.5172	1.5172	4,514.0050	4,514.0050	1.4282		4,549.7096

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1614	0.1049	1.0802	3.0700e-003	0.3353	2.0700e-003	0.3374	0.0889	1.9100e-003	0.0908		306.1552	306.1552	8.3100e-003		306.3628
Total	0.1614	0.1049	1.0802	3.0700e-003	0.3353	2.0700e-003	0.3374	0.0889	1.9100e-003	0.0908		306.1552	306.1552	8.3100e-003		306.3628

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.9089	30.4881	29.3297	0.0456		1.6492	1.6492		1.5172	1.5172	0.0000	4,514.0050	4,514.0050	1.4282		4,549.7096
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000

Total	2.9089	30.4881	29.3297	0.0456		1.6492	1.6492		1.5172	1.5172	0.0000	4,514.0050	4,514.0050	1.4282		4,549.7096
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Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1614	0.1049	1.0802	3.0700e-003	0.3178	2.0700e-003	0.3199	0.0846	1.9100e-003	0.0865		306.1552	306.1552	8.3100e-003		306.3628
Total	0.1614	0.1049	1.0802	3.0700e-003	0.3178	2.0700e-003	0.3199	0.0846	1.9100e-003	0.0865		306.1552	306.1552	8.3100e-003		306.3628

3.5 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	67.9800					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		282.0423
Total	68.2464	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		282.0423

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3874	0.2519	2.5924	7.3800e-003	0.8048	4.9700e-003	0.8098	0.2134	4.5800e-003	0.2180		734.7724	734.7724	0.0199		735.2708
Total	0.3874	0.2519	2.5924	7.3800e-003	0.8048	4.9700e-003	0.8098	0.2134	4.5800e-003	0.2180		734.7724	734.7724	0.0199		735.2708

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	67.9800					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288	0.0000	281.4481	281.4481	0.0238		282.0423
Total	68.2464	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288	0.0000	281.4481	281.4481	0.0238		282.0423

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.3874	0.2519	2.5924	7.3800e-003	0.7628	4.9700e-003	0.7678	0.2031	4.5800e-003	0.2077		734.7724	734.7724	0.0199	735.2708
Total	0.3874	0.2519	2.5924	7.3800e-003	0.7628	4.9700e-003	0.7678	0.2031	4.5800e-003	0.2077		734.7724	734.7724	0.0199	735.2708

3.5 Architectural Coating - 2020
Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	67.9800						0.0000	0.0000		0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
Total	68.2222	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3588	0.2242	2.3485	7.1400e-003	0.8048	4.8700e-003	0.8097	0.2134	4.4900e-003	0.2179		711.5298	711.5298	0.0177		711.9716

Total	0.3588	0.2242	2.3485	7.1400e-003	0.8048	4.8700e-003	0.8097	0.2134	4.4900e-003	0.2179		711.5298	711.5298	0.0177		711.9716
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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	67.9800					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928
Total	68.2222	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3588	0.2242	2.3485	7.1400e-003	0.7628	4.8700e-003	0.7677	0.2031	4.4900e-003	0.2076		711.5298	711.5298	0.0177		711.9716
Total	0.3588	0.2242	2.3485	7.1400e-003	0.7628	4.8700e-003	0.7677	0.2031	4.4900e-003	0.2076		711.5298	711.5298	0.0177		711.9716

HFCP - Proposed Project - Logistics ITE10th Rates - Riverside-South Coast County, Annual

**HFCP - Proposed Project - Logistics ITE10th Rates
Riverside-South Coast County, Annual**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	200.00	1000sqft	4.59	200,000.00	0
Unrefrigerated Warehouse-No Rail	600.00	1000sqft	13.77	600,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.4	Precipitation Freq (Days)	28
Climate Zone	10			Operational Year	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	702.44	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

- Project Characteristics -
- Land Use -
- Construction Phase - operational only run
- Vehicle Trips - ITE 10th Trip Rates
- Energy Use -
- Mobile Land Use Mitigation -
- Mobile Commute Mitigation - Trip reduction program, transit incentives, shuttles, ride sharing per MM AQ-5
- Area Mitigation -

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview

Energy Mitigation - Reduced energy per updated Title 24, MM AQ-4 Energy Star Appliances, MM AQ-9 LEED

Water Mitigation -

Waste Mitigation - MM AQ-8 Solid Waste Diversion

Fleet Mix - Per DEIR, fleet mix, HDD = 34.39%, MHD = 13.17%, LDH2=6.44%, Passenger = 46%

Operational Off-Road Equipment - equipment

Stationary Sources - Emergency Generators and Fire Pumps -

Vehicle Emission Factors - Updated with EMFAC 2017

Vehicle Emission Factors - Updated with EMFAC 2017

Vehicle Emission Factors - Updated with EMFAC 2017

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblFleetMix	HDD	0.07	0.34
tblFleetMix	LDA	0.54	0.09
tblFleetMix	LHD2	5.3390e-003	0.06
tblFleetMix	MHD	0.02	0.13
tblOperationalOffRoadEquipment	OperFuelType	Diesel	Electrical
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	8.00
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	500.00
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	1,000.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	3.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	3.00
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	100.00
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	100.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	2.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	2.00
tblVehicleEF	HDD	1.50	0.22

tblVehicleEF	HHD	0.03	0.03
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tblVehicleEF	HHD	0.06	0.11
tblVehicleEF	HHD	0.01	0.01

tblVehicleEF	HHD	7.2000e-005	0.00
tblVehicleEF	HHD	9.2000e-005	2.6000e-005
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tblVehicleEF	HHD	1.03	5.34
tblVehicleEF	HHD	5.1000e-005	1.6000e-005
tblVehicleEF	HHD	0.11	0.14
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tblVehicleEF	HHD	4.0000e-005	0.00
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tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	3.7000e-005	0.00

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tblVehicleEF	HHD	1.7900e-004	4.9000e-005
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tblVehicleEF	HHD	0.01	0.01
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tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.07
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tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	3.7000e-005	0.00
tblVehicleEF	HHD	7.4000e-005	2.7000e-005
tblVehicleEF	HHD	2.9910e-003	5.1000e-005
tblVehicleEF	HHD	0.96	4.45
tblVehicleEF	HHD	4.5000e-005	1.7000e-005
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	2.0800e-004	2.5200e-004
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	0.06	0.11
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	7.2000e-005	0.00
tblVehicleEF	HHD	7.4000e-005	2.7000e-005
tblVehicleEF	HHD	2.9910e-003	5.1000e-005
tblVehicleEF	HHD	1.11	5.07
tblVehicleEF	HHD	4.5000e-005	1.7000e-005
tblVehicleEF	HHD	0.11	0.14
tblVehicleEF	HHD	2.0800e-004	2.5200e-004
tblVehicleEF	HHD	0.06	0.00
tblVehicleEF	LDA	4.4730e-003	2.7930e-003
tblVehicleEF	LDA	6.2970e-003	0.06
tblVehicleEF	LDA	0.62	0.71
tblVehicleEF	LDA	1.29	2.21

tblVehicleEF	LDA	266.01	270.87
tblVehicleEF	LDA	60.91	56.42
tblVehicleEF	LDA	0.05	0.05
tblVehicleEF	LDA	0.09	0.20
tblVehicleEF	LDA	1.6430e-003	1.5090e-003
tblVehicleEF	LDA	2.2790e-003	1.9920e-003
tblVehicleEF	LDA	1.5150e-003	1.3900e-003
tblVehicleEF	LDA	2.0950e-003	1.8320e-003
tblVehicleEF	LDA	0.06	0.30
tblVehicleEF	LDA	0.11	0.10
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.22
tblVehicleEF	LDA	0.08	0.25
tblVehicleEF	LDA	2.6640e-003	2.6800e-003
tblVehicleEF	LDA	6.3100e-004	5.5800e-004
tblVehicleEF	LDA	0.06	0.30
tblVehicleEF	LDA	0.11	0.10
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.22
tblVehicleEF	LDA	0.09	0.28
tblVehicleEF	LDA	5.0810e-003	3.1460e-003
tblVehicleEF	LDA	5.4700e-003	0.05
tblVehicleEF	LDA	0.76	0.85
tblVehicleEF	LDA	1.14	1.85
tblVehicleEF	LDA	289.77	292.94
tblVehicleEF	LDA	60.91	55.74
tblVehicleEF	LDA	0.05	0.04
tblVehicleEF	LDA	0.08	0.19

tblVehicleEF	LDA	1.6430e-003	1.5090e-003
tblVehicleEF	LDA	2.2790e-003	1.9920e-003
tblVehicleEF	LDA	1.5150e-003	1.3900e-003
tblVehicleEF	LDA	2.0950e-003	1.8320e-003
tblVehicleEF	LDA	0.11	0.56
tblVehicleEF	LDA	0.13	0.12
tblVehicleEF	LDA	0.08	0.44
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.21
tblVehicleEF	LDA	0.07	0.22
tblVehicleEF	LDA	2.9040e-003	2.8980e-003
tblVehicleEF	LDA	6.2800e-004	5.5200e-004
tblVehicleEF	LDA	0.11	0.56
tblVehicleEF	LDA	0.13	0.12
tblVehicleEF	LDA	0.08	0.44
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.21
tblVehicleEF	LDA	0.08	0.24
tblVehicleEF	LDA	4.3110e-003	2.7450e-003
tblVehicleEF	LDA	6.4670e-003	0.06
tblVehicleEF	LDA	0.58	0.68
tblVehicleEF	LDA	1.32	2.19
tblVehicleEF	LDA	259.39	267.14
tblVehicleEF	LDA	60.91	56.40
tblVehicleEF	LDA	0.05	0.04
tblVehicleEF	LDA	0.09	0.20
tblVehicleEF	LDA	1.6430e-003	1.5090e-003
tblVehicleEF	LDA	2.2790e-003	1.9920e-003
tblVehicleEF	LDA	1.5150e-003	1.3900e-003
tblVehicleEF	LDA	2.0950e-003	1.8320e-003

tblVehicleEF	LDA	0.05	0.30
tblVehicleEF	LDA	0.12	0.12
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.24
tblVehicleEF	LDA	0.09	0.25
tblVehicleEF	LDA	2.5980e-003	2.6430e-003
tblVehicleEF	LDA	6.3200e-004	5.5800e-004
tblVehicleEF	LDA	0.05	0.30
tblVehicleEF	LDA	0.12	0.12
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.24
tblVehicleEF	LDA	0.10	0.28
tblVehicleEF	LDT1	0.01	8.9240e-003
tblVehicleEF	LDT1	0.02	0.10
tblVehicleEF	LDT1	1.62	1.77
tblVehicleEF	LDT1	3.78	2.55
tblVehicleEF	LDT1	325.17	321.11
tblVehicleEF	LDT1	74.01	68.78
tblVehicleEF	LDT1	0.16	0.16
tblVehicleEF	LDT1	0.23	0.34
tblVehicleEF	LDT1	2.6810e-003	2.4860e-003
tblVehicleEF	LDT1	3.8960e-003	3.2230e-003
tblVehicleEF	LDT1	2.4680e-003	2.2880e-003
tblVehicleEF	LDT1	3.5830e-003	2.9630e-003
tblVehicleEF	LDT1	0.22	0.97
tblVehicleEF	LDT1	0.37	0.29
tblVehicleEF	LDT1	0.15	0.65
tblVehicleEF	LDT1	0.03	0.04

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tblVehicleEF	LDT1	0.22	0.95
tblVehicleEF	LDT1	0.27	0.51
tblVehicleEF	LDT1	3.2720e-003	3.1780e-003
tblVehicleEF	LDT1	8.0700e-004	6.8100e-004
tblVehicleEF	LDT1	0.22	0.97
tblVehicleEF	LDT1	0.37	0.29
tblVehicleEF	LDT1	0.15	0.65
tblVehicleEF	LDT1	0.05	0.06
tblVehicleEF	LDT1	0.22	0.95
tblVehicleEF	LDT1	0.30	0.56
tblVehicleEF	LDT1	0.02	9.9410e-003
tblVehicleEF	LDT1	0.02	0.08
tblVehicleEF	LDT1	1.95	2.08
tblVehicleEF	LDT1	3.33	2.13
tblVehicleEF	LDT1	353.10	344.18
tblVehicleEF	LDT1	74.01	67.86
tblVehicleEF	LDT1	0.15	0.15
tblVehicleEF	LDT1	0.22	0.32
tblVehicleEF	LDT1	2.6810e-003	2.4860e-003
tblVehicleEF	LDT1	3.8960e-003	3.2230e-003
tblVehicleEF	LDT1	2.4680e-003	2.2880e-003
tblVehicleEF	LDT1	3.5830e-003	2.9630e-003
tblVehicleEF	LDT1	0.44	1.80
tblVehicleEF	LDT1	0.46	0.35
tblVehicleEF	LDT1	0.29	1.26
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.22	0.93
tblVehicleEF	LDT1	0.23	0.44
tblVehicleEF	LDT1	3.5570e-003	3.4060e-003
tblVehicleEF	LDT1	7.9900e-004	6.7200e-004

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tblVehicleEF	LDT1	0.44	1.80
tblVehicleEF	LDT1	0.46	0.35
tblVehicleEF	LDT1	0.29	1.26
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.22	0.93
tblVehicleEF	LDT1	0.26	0.48
tblVehicleEF	LDT1	0.01	8.7780e-003
tblVehicleEF	LDT1	0.02	0.10
tblVehicleEF	LDT1	1.52	1.71
tblVehicleEF	LDT1	3.84	2.53
tblVehicleEF	LDT1	316.88	317.20
tblVehicleEF	LDT1	74.01	68.75
tblVehicleEF	LDT1	0.16	0.16
tblVehicleEF	LDT1	0.23	0.34
tblVehicleEF	LDT1	2.6810e-003	2.4860e-003
tblVehicleEF	LDT1	3.8960e-003	3.2230e-003
tblVehicleEF	LDT1	2.4680e-003	2.2880e-003
tblVehicleEF	LDT1	3.5830e-003	2.9630e-003
tblVehicleEF	LDT1	0.19	0.99
tblVehicleEF	LDT1	0.41	0.34
tblVehicleEF	LDT1	0.13	0.65
tblVehicleEF	LDT1	0.03	0.04
tblVehicleEF	LDT1	0.25	1.11
tblVehicleEF	LDT1	0.28	0.51
tblVehicleEF	LDT1	3.1880e-003	3.1390e-003
tblVehicleEF	LDT1	8.0800e-004	6.8000e-004
tblVehicleEF	LDT1	0.19	0.99
tblVehicleEF	LDT1	0.41	0.34
tblVehicleEF	LDT1	0.13	0.65
tblVehicleEF	LDT1	0.05	0.06

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tblVehicleEF	LDT1	0.25	1.11
tblVehicleEF	LDT1	0.30	0.56
tblVehicleEF	LDT2	6.1110e-003	4.5190e-003
tblVehicleEF	LDT2	8.2750e-003	0.08
tblVehicleEF	LDT2	0.82	1.03
tblVehicleEF	LDT2	1.71	2.88
tblVehicleEF	LDT2	366.61	346.07
tblVehicleEF	LDT2	83.75	74.32
tblVehicleEF	LDT2	0.09	0.10
tblVehicleEF	LDT2	0.15	0.34
tblVehicleEF	LDT2	1.6030e-003	1.5600e-003
tblVehicleEF	LDT2	2.3200e-003	2.0380e-003
tblVehicleEF	LDT2	1.4740e-003	1.4360e-003
tblVehicleEF	LDT2	2.1330e-003	1.8740e-003
tblVehicleEF	LDT2	0.07	0.45
tblVehicleEF	LDT2	0.13	0.14
tblVehicleEF	LDT2	0.06	0.37
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.44
tblVehicleEF	LDT2	0.11	0.37
tblVehicleEF	LDT2	3.6730e-003	3.4240e-003
tblVehicleEF	LDT2	8.6600e-004	7.3500e-004
tblVehicleEF	LDT2	0.07	0.45
tblVehicleEF	LDT2	0.13	0.14
tblVehicleEF	LDT2	0.06	0.37
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.07	0.44
tblVehicleEF	LDT2	0.12	0.40
tblVehicleEF	LDT2	6.9350e-003	5.0670e-003
tblVehicleEF	LDT2	7.1890e-003	0.07

tbIVehicleEF	LDT2	1.00	1.22
tbIVehicleEF	LDT2	1.51	2.40
tbIVehicleEF	LDT2	398.95	368.67
tbIVehicleEF	LDT2	83.75	73.39
tbIVehicleEF	LDT2	0.08	0.09
tbIVehicleEF	LDT2	0.15	0.32
tbIVehicleEF	LDT2	1.6030e-003	1.5600e-003
tbIVehicleEF	LDT2	2.3200e-003	2.0380e-003
tbIVehicleEF	LDT2	1.4740e-003	1.4360e-003
tbIVehicleEF	LDT2	2.1330e-003	1.8740e-003
tbIVehicleEF	LDT2	0.14	0.83
tbIVehicleEF	LDT2	0.15	0.16
tbIVehicleEF	LDT2	0.11	0.69
tbIVehicleEF	LDT2	0.02	0.02
tbIVehicleEF	LDT2	0.07	0.43
tbIVehicleEF	LDT2	0.10	0.32
tbIVehicleEF	LDT2	3.9980e-003	3.6480e-003
tbIVehicleEF	LDT2	8.6300e-004	7.2600e-004
tbIVehicleEF	LDT2	0.14	0.83
tbIVehicleEF	LDT2	0.15	0.16
tbIVehicleEF	LDT2	0.11	0.69
tbIVehicleEF	LDT2	0.03	0.03
tbIVehicleEF	LDT2	0.07	0.43
tbIVehicleEF	LDT2	0.11	0.35
tbIVehicleEF	LDT2	5.8750e-003	4.4430e-003
tbIVehicleEF	LDT2	8.5090e-003	0.08
tbIVehicleEF	LDT2	0.76	0.99
tbIVehicleEF	LDT2	1.74	2.86
tbIVehicleEF	LDT2	356.95	342.25
tbIVehicleEF	LDT2	83.75	74.28

tblVehicleEF	LDT2	0.08	0.09
tblVehicleEF	LDT2	0.15	0.34
tblVehicleEF	LDT2	1.6030e-003	1.5600e-003
tblVehicleEF	LDT2	2.3200e-003	2.0380e-003
tblVehicleEF	LDT2	1.4740e-003	1.4360e-003
tblVehicleEF	LDT2	2.1330e-003	1.8740e-003
tblVehicleEF	LDT2	0.06	0.44
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.05	0.37
tblVehicleEF	LDT2	0.01	0.02
tblVehicleEF	LDT2	0.08	0.51
tblVehicleEF	LDT2	0.11	0.37
tblVehicleEF	LDT2	3.5750e-003	3.3860e-003
tblVehicleEF	LDT2	8.6700e-004	7.3500e-004
tblVehicleEF	LDT2	0.06	0.44
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.05	0.37
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.08	0.51
tblVehicleEF	LDT2	0.13	0.40
tblVehicleEF	LHD1	5.6490e-003	0.07
tblVehicleEF	LHD1	0.01	5.8570e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.15	2.30
tblVehicleEF	LHD1	1.03	0.81
tblVehicleEF	LHD1	2.54	0.88
tblVehicleEF	LHD1	9.27	131.32
tblVehicleEF	LHD1	612.92	640.47
tblVehicleEF	LHD1	30.90	9.43
tblVehicleEF	LHD1	0.09	1.25

tblVehicleEF	LHD1	2.35	1.83
tblVehicleEF	LHD1	1.02	0.28
tblVehicleEF	LHD1	9.6900e-004	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.2500e-004	2.2200e-004
tblVehicleEF	LHD1	9.2700e-004	0.01
tblVehicleEF	LHD1	2.5280e-003	2.5110e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.5100e-004	2.0500e-004
tblVehicleEF	LHD1	3.9460e-003	0.04
tblVehicleEF	LHD1	0.10	0.07
tblVehicleEF	LHD1	0.02	0.28
tblVehicleEF	LHD1	1.9130e-003	0.02
tblVehicleEF	LHD1	0.08	0.07
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.28	0.07
tblVehicleEF	LHD1	9.3000e-005	1.2680e-003
tblVehicleEF	LHD1	6.0140e-003	6.2270e-003
tblVehicleEF	LHD1	3.5800e-004	9.3000e-005
tblVehicleEF	LHD1	3.9460e-003	0.04
tblVehicleEF	LHD1	0.10	0.07
tblVehicleEF	LHD1	0.02	0.40
tblVehicleEF	LHD1	1.9130e-003	0.02
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.30	0.08
tblVehicleEF	LHD1	5.6490e-003	0.07
tblVehicleEF	LHD1	0.01	5.9510e-003
tblVehicleEF	LHD1	0.02	0.01

tblVehicleEF	LHD1	0.15	2.30
tblVehicleEF	LHD1	1.05	0.82
tblVehicleEF	LHD1	2.42	0.84
tblVehicleEF	LHD1	9.27	131.32
tblVehicleEF	LHD1	612.92	640.49
tblVehicleEF	LHD1	30.90	9.34
tblVehicleEF	LHD1	0.09	1.25
tblVehicleEF	LHD1	2.21	1.72
tblVehicleEF	LHD1	0.98	0.27
tblVehicleEF	LHD1	9.6900e-004	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.2500e-004	2.2200e-004
tblVehicleEF	LHD1	9.2700e-004	0.01
tblVehicleEF	LHD1	2.5280e-003	2.5110e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.5100e-004	2.0500e-004
tblVehicleEF	LHD1	7.3960e-003	0.07
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.02	0.28
tblVehicleEF	LHD1	3.6890e-003	0.04
tblVehicleEF	LHD1	0.08	0.07
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.27	0.07
tblVehicleEF	LHD1	9.3000e-005	1.2680e-003
tblVehicleEF	LHD1	6.0140e-003	6.2270e-003
tblVehicleEF	LHD1	3.5500e-004	9.2000e-005
tblVehicleEF	LHD1	7.3960e-003	0.07
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.02	0.40

tblVehicleEF	LHD1	3.6890e-003	0.04
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.29	0.08
tblVehicleEF	LHD1	5.6490e-003	0.07
tblVehicleEF	LHD1	0.01	5.8660e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.15	2.30
tblVehicleEF	LHD1	1.03	0.80
tblVehicleEF	LHD1	2.54	0.87
tblVehicleEF	LHD1	9.27	131.32
tblVehicleEF	LHD1	612.92	640.47
tblVehicleEF	LHD1	30.90	9.41
tblVehicleEF	LHD1	0.09	1.25
tblVehicleEF	LHD1	2.32	1.80
tblVehicleEF	LHD1	1.01	0.28
tblVehicleEF	LHD1	9.6900e-004	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.2500e-004	2.2200e-004
tblVehicleEF	LHD1	9.2700e-004	0.01
tblVehicleEF	LHD1	2.5280e-003	2.5110e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.5100e-004	2.0500e-004
tblVehicleEF	LHD1	3.5540e-003	0.04
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.02	0.28
tblVehicleEF	LHD1	1.7480e-003	0.02
tblVehicleEF	LHD1	0.08	0.07
tblVehicleEF	LHD1	0.33	0.48

tblVehicleEF	LHD1	0.28	0.07
tblVehicleEF	LHD1	9.3000e-005	1.2680e-003
tblVehicleEF	LHD1	6.0140e-003	6.2270e-003
tblVehicleEF	LHD1	3.5800e-004	9.3000e-005
tblVehicleEF	LHD1	3.5540e-003	0.04
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.02	0.40
tblVehicleEF	LHD1	1.7480e-003	0.02
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.33	0.48
tblVehicleEF	LHD1	0.30	0.08
tblVehicleEF	LHD2	3.8330e-003	0.04
tblVehicleEF	LHD2	5.1000e-003	4.0970e-003
tblVehicleEF	LHD2	9.1950e-003	7.3890e-003
tblVehicleEF	LHD2	0.12	1.66
tblVehicleEF	LHD2	0.56	0.56
tblVehicleEF	LHD2	1.23	0.45
tblVehicleEF	LHD2	14.53	202.06
tblVehicleEF	LHD2	609.83	634.08
tblVehicleEF	LHD2	23.90	5.72
tblVehicleEF	LHD2	0.12	1.79
tblVehicleEF	LHD2	1.94	2.00
tblVehicleEF	LHD2	0.56	0.15
tblVehicleEF	LHD2	1.3510e-003	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	4.1000e-004	9.4000e-005
tblVehicleEF	LHD2	1.2930e-003	0.02
tblVehicleEF	LHD2	2.6930e-003	2.7370e-003
tblVehicleEF	LHD2	0.01	0.01

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview

tblVehicleEF	LHD2	3.7700e-004	8.7000e-005
tblVehicleEF	LHD2	1.5990e-003	0.02
tblVehicleEF	LHD2	0.04	0.03
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tblVehicleEF	LHD2	8.1500e-004	8.4590e-003
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tblVehicleEF	LHD2	0.09	0.20
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tblVehicleEF	LHD2	5.9300e-003	6.1000e-003
tblVehicleEF	LHD2	2.6200e-004	5.7000e-005
tblVehicleEF	LHD2	1.5990e-003	0.02
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tblVehicleEF	LHD2	0.02	0.27
tblVehicleEF	LHD2	8.1500e-004	8.4590e-003
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tblVehicleEF	LHD2	0.09	0.20
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tblVehicleEF	LHD2	3.8330e-003	0.04
tblVehicleEF	LHD2	5.1600e-003	4.1300e-003
tblVehicleEF	LHD2	8.8690e-003	7.1060e-003
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tblVehicleEF	LHD2	0.56	0.57
tblVehicleEF	LHD2	1.18	0.43
tblVehicleEF	LHD2	14.53	202.06
tblVehicleEF	LHD2	609.83	634.09
tblVehicleEF	LHD2	23.90	5.68
tblVehicleEF	LHD2	0.12	1.79
tblVehicleEF	LHD2	1.83	1.89
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tblVehicleEF	LHD2	0.56	0.56

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tblVehicleEF	LHD2	0.02	0.27
tblVehicleEF	LHD2	6.9100e-004	8.8280e-003
tblVehicleEF	LHD2	0.07	0.08

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tblVehicleEF	MCY	1.6070e-003	1.5620e-003
tblVehicleEF	MCY	3.2650e-003	2.7430e-003
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tblVehicleEF	MCY	0.93	1.51
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tblVehicleEF	MCY	0.58	1.92
tblVehicleEF	MCY	2.09	1.86
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tblVehicleEF	MCY	6.8600e-004	6.0600e-004
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tblVehicleEF	MCY	0.86	0.79
tblVehicleEF	MCY	0.93	1.51
tblVehicleEF	MCY	2.66	2.66
tblVehicleEF	MCY	0.58	1.92
tblVehicleEF	MCY	2.27	2.02
tblVehicleEF	MCY	0.41	0.31
tblVehicleEF	MCY	0.14	0.22

tblVehicleEF	MCY	20.66	19.72
tblVehicleEF	MCY	9.11	7.89
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tblVehicleEF	MCY	2.0470e-003	2.0490e-003
tblVehicleEF	MCY	6.7100e-004	5.8800e-004
tblVehicleEF	MCY	3.35	5.42
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tblVehicleEF	MCY	2.10	3.43
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tblVehicleEF	MCY	0.15	0.24
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tblVehicleEF	MCY	3.4600e-003	2.9080e-003
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tblVehicleEF	MCY	0.75	1.52
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tblVehicleEF	MCY	2.10	1.82
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tblVehicleEF	MCY	6.8600e-004	6.0100e-004
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tblVehicleEF	MCY	1.06	1.05
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tblVehicleEF	MDV	0.21	0.17
tblVehicleEF	MDV	0.09	0.44
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tblVehicleEF	MDV	0.11	0.49
tblVehicleEF	MDV	0.30	0.54
tblVehicleEF	MDV	0.02	6.9690e-003
tblVehicleEF	MDV	0.02	0.09
tblVehicleEF	MDV	1.91	1.51
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tblVehicleEF	MDV	2.5110e-003	2.1290e-003
tblVehicleEF	MDV	1.6010e-003	1.5010e-003
tblVehicleEF	MDV	2.3110e-003	1.9590e-003
tblVehicleEF	MDV	0.22	0.95
tblVehicleEF	MDV	0.24	0.19

tblVehicleEF	MDV	0.17	0.82
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.11	0.48
tblVehicleEF	MDV	0.24	0.42
tblVehicleEF	MDV	5.4670e-003	4.4910e-003
tblVehicleEF	MDV	1.1820e-003	8.9500e-004
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tblVehicleEF	MDV	0.17	0.82
tblVehicleEF	MDV	0.06	0.04
tblVehicleEF	MDV	0.11	0.48
tblVehicleEF	MDV	0.26	0.46
tblVehicleEF	MDV	0.01	6.1580e-003
tblVehicleEF	MDV	0.02	0.10
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tblVehicleEF	MDV	3.54	3.44
tblVehicleEF	MDV	489.12	425.98
tblVehicleEF	MDV	112.78	91.50
tblVehicleEF	MDV	0.18	0.13
tblVehicleEF	MDV	0.34	0.42
tblVehicleEF	MDV	1.7360e-003	1.6260e-003
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tblVehicleEF	MDV	2.3110e-003	1.9590e-003
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tblVehicleEF	MDV	0.22	0.18
tblVehicleEF	MDV	0.08	0.45
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.13	0.56
tblVehicleEF	MDV	0.28	0.49

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tblVehicleEF	MH	0.03	0.02
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tblVehicleEF	MH	0.05	0.04
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tblVehicleEF	MH	0.03	0.01
tblVehicleEF	MH	0.03	0.02
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tblVehicleEF	MH	3.01	0.21
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tblVehicleEF	MH	1.11	0.08
tblVehicleEF	MH	0.11	0.07
tblVehicleEF	MH	0.03	1.55
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tblVehicleEF	MH	9.9910e-003	0.01
tblVehicleEF	MH	6.9300e-004	1.8800e-004

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tblVehicleEF	MH	1.11	0.08
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tblVehicleEF	MH	3.2450e-003	3.2810e-003
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tblVehicleEF	MH	0.11	0.09
tblVehicleEF	MH	0.55	0.05
tblVehicleEF	MH	0.11	0.07
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tblVehicleEF	MHD	0.06	0.10
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tblVehicleEF	MHD	3.6080e-003	0.03
tblVehicleEF	MHD	0.05	0.10
tblVehicleEF	MHD	7.5200e-004	3.0000e-005
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tblVehicleEF	MHD	0.40	0.02

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tblVehicleEF	MHD	0.02	0.02
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tblVehicleEF	MHD	0.06	2.6400e-003
tblVehicleEF	MHD	0.31	2.59
tblVehicleEF	MHD	0.47	0.63
tblVehicleEF	MHD	6.24	0.32
tblVehicleEF	MHD	165.81	844.30
tblVehicleEF	MHD	1,067.94	996.68
tblVehicleEF	MHD	55.18	2.63
tblVehicleEF	MHD	1.10	8.69
tblVehicleEF	MHD	1.60	2.86
tblVehicleEF	MHD	11.62	1.14
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tblVehicleEF	MHD	0.06	0.10
tblVehicleEF	MHD	8.1800e-004	3.3000e-005
tblVehicleEF	MHD	3.0420e-003	0.03
tblVehicleEF	MHD	0.05	0.10
tblVehicleEF	MHD	7.5200e-004	3.0000e-005
tblVehicleEF	MHD	3.6340e-003	7.0900e-003
tblVehicleEF	MHD	0.06	7.2690e-003

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tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.38	0.01
tblVehicleEF	MHD	1.5920e-003	7.9940e-003
tblVehicleEF	MHD	0.01	9.4650e-003
tblVehicleEF	MHD	6.6100e-004	2.6000e-005
tblVehicleEF	MHD	3.6340e-003	7.0900e-003
tblVehicleEF	MHD	0.06	7.2690e-003
tblVehicleEF	MHD	0.04	0.23
tblVehicleEF	MHD	1.7950e-003	4.0620e-003
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tblVehicleEF	MHD	0.42	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	6.0850e-003	7.1100e-003
tblVehicleEF	MHD	0.06	2.7240e-003
tblVehicleEF	MHD	0.60	3.87
tblVehicleEF	MHD	0.47	0.63
tblVehicleEF	MHD	6.63	0.33
tblVehicleEF	MHD	143.73	795.71
tblVehicleEF	MHD	1,067.94	996.67
tblVehicleEF	MHD	55.18	2.66
tblVehicleEF	MHD	1.01	8.32
tblVehicleEF	MHD	1.68	2.98
tblVehicleEF	MHD	11.66	1.14
tblVehicleEF	MHD	4.5890e-003	0.04
tblVehicleEF	MHD	0.06	0.10
tblVehicleEF	MHD	8.1800e-004	3.3000e-005

tblVehicleEF	MHD	4.3910e-003	0.04
tblVehicleEF	MHD	0.05	0.10
tblVehicleEF	MHD	7.5200e-004	3.0000e-005
tblVehicleEF	MHD	1.4650e-003	4.2490e-003
tblVehicleEF	MHD	0.05	7.1500e-003
tblVehicleEF	MHD	0.04	0.20
tblVehicleEF	MHD	7.2400e-004	2.1530e-003
tblVehicleEF	MHD	0.07	0.14
tblVehicleEF	MHD	0.02	0.04
tblVehicleEF	MHD	0.40	0.02
tblVehicleEF	MHD	1.3840e-003	7.5330e-003
tblVehicleEF	MHD	0.01	9.4650e-003
tblVehicleEF	MHD	6.6800e-004	2.6000e-005
tblVehicleEF	MHD	1.4650e-003	4.2490e-003
tblVehicleEF	MHD	0.05	7.1500e-003
tblVehicleEF	MHD	0.05	0.26
tblVehicleEF	MHD	7.2400e-004	2.1530e-003
tblVehicleEF	MHD	0.08	0.16
tblVehicleEF	MHD	0.02	0.04
tblVehicleEF	MHD	0.44	0.02
tblVehicleEF	OBUS	0.01	0.13
tblVehicleEF	OBUS	9.4560e-003	0.01
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.28	8.94
tblVehicleEF	OBUS	0.63	1.34
tblVehicleEF	OBUS	6.57	1.84
tblVehicleEF	OBUS	74.57	1,486.15
tblVehicleEF	OBUS	1,103.17	1,428.64
tblVehicleEF	OBUS	70.73	14.20
tblVehicleEF	OBUS	0.39	11.29

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview

tblVehicleEF	OBUS	1.35	2.46
tblVehicleEF	OBUS	2.21	0.77
tblVehicleEF	OBUS	1.7700e-004	0.06
tblVehicleEF	OBUS	0.13	0.13
tblVehicleEF	OBUS	7.1510e-003	0.06
tblVehicleEF	OBUS	8.2800e-004	1.4300e-004
tblVehicleEF	OBUS	1.6900e-004	0.05
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	6.8270e-003	0.06
tblVehicleEF	OBUS	7.6200e-004	1.3200e-004
tblVehicleEF	OBUS	2.2350e-003	0.03
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	1.00
tblVehicleEF	OBUS	9.4600e-004	0.01
tblVehicleEF	OBUS	0.04	0.13
tblVehicleEF	OBUS	0.05	0.18
tblVehicleEF	OBUS	0.41	0.09
tblVehicleEF	OBUS	7.2400e-004	0.01
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	8.2300e-004	1.4100e-004
tblVehicleEF	OBUS	2.2350e-003	0.03
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	1.26
tblVehicleEF	OBUS	9.4600e-004	0.01
tblVehicleEF	OBUS	0.06	0.16
tblVehicleEF	OBUS	0.05	0.18
tblVehicleEF	OBUS	0.45	0.10
tblVehicleEF	OBUS	0.01	0.13
tblVehicleEF	OBUS	9.6420e-003	0.01
tblVehicleEF	OBUS	0.03	0.02

tbIVehicleEF	OBUS	0.26	8.33
tbIVehicleEF	OBUS	0.65	1.36
tbIVehicleEF	OBUS	6.15	1.71
tbIVehicleEF	OBUS	77.97	1,506.30
tbIVehicleEF	OBUS	1,103.17	1,428.68
tbIVehicleEF	OBUS	70.73	13.98
tbIVehicleEF	OBUS	0.40	11.40
tbIVehicleEF	OBUS	1.26	2.30
tbIVehicleEF	OBUS	2.17	0.77
tbIVehicleEF	OBUS	1.4900e-004	0.05
tbIVehicleEF	OBUS	0.13	0.13
tbIVehicleEF	OBUS	7.1510e-003	0.06
tbIVehicleEF	OBUS	8.2800e-004	1.4300e-004
tbIVehicleEF	OBUS	1.4300e-004	0.05
tbIVehicleEF	OBUS	0.06	0.06
tbIVehicleEF	OBUS	6.8270e-003	0.06
tbIVehicleEF	OBUS	7.6200e-004	1.3200e-004
tbIVehicleEF	OBUS	4.1760e-003	0.06
tbIVehicleEF	OBUS	0.02	0.02
tbIVehicleEF	OBUS	0.04	0.99
tbIVehicleEF	OBUS	1.8320e-003	0.03
tbIVehicleEF	OBUS	0.04	0.13
tbIVehicleEF	OBUS	0.05	0.18
tbIVehicleEF	OBUS	0.39	0.09
tbIVehicleEF	OBUS	7.5600e-004	0.01
tbIVehicleEF	OBUS	0.01	0.01
tbIVehicleEF	OBUS	8.1600e-004	1.3800e-004
tbIVehicleEF	OBUS	4.1760e-003	0.06
tbIVehicleEF	OBUS	0.02	0.02
tbIVehicleEF	OBUS	0.05	1.25

tblVehicleEF	OBUS	1.8320e-003	0.03
tblVehicleEF	OBUS	0.06	0.16
tblVehicleEF	OBUS	0.05	0.18
tblVehicleEF	OBUS	0.43	0.09
tblVehicleEF	OBUS	0.01	0.13
tblVehicleEF	OBUS	9.4220e-003	0.01
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.29	9.79
tblVehicleEF	OBUS	0.63	1.34
tblVehicleEF	OBUS	6.63	1.83
tblVehicleEF	OBUS	69.87	1,458.33
tblVehicleEF	OBUS	1,103.17	1,428.64
tblVehicleEF	OBUS	70.73	14.19
tblVehicleEF	OBUS	0.37	11.14
tblVehicleEF	OBUS	1.34	2.41
tblVehicleEF	OBUS	2.21	0.77
tblVehicleEF	OBUS	2.1500e-004	0.07
tblVehicleEF	OBUS	0.13	0.13
tblVehicleEF	OBUS	7.1510e-003	0.06
tblVehicleEF	OBUS	8.2800e-004	1.4300e-004
tblVehicleEF	OBUS	2.0600e-004	0.07
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	6.8270e-003	0.06
tblVehicleEF	OBUS	7.6200e-004	1.3200e-004
tblVehicleEF	OBUS	1.9540e-003	0.04
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	1.01
tblVehicleEF	OBUS	8.7300e-004	0.02
tblVehicleEF	OBUS	0.04	0.13
tblVehicleEF	OBUS	0.05	0.19

tblVehicleEF	OBUS	0.42	0.09
tblVehicleEF	OBUS	6.7900e-004	0.01
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	8.2400e-004	1.4000e-004
tblVehicleEF	OBUS	1.9540e-003	0.04
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	1.27
tblVehicleEF	OBUS	8.7300e-004	0.02
tblVehicleEF	OBUS	0.06	0.16
tblVehicleEF	OBUS	0.05	0.19
tblVehicleEF	OBUS	0.45	0.10
tblVehicleEF	SBUS	0.85	0.86
tblVehicleEF	SBUS	0.01	7.4070e-003
tblVehicleEF	SBUS	0.06	0.02
tblVehicleEF	SBUS	7.81	32.73
tblVehicleEF	SBUS	0.66	0.61
tblVehicleEF	SBUS	6.73	2.74
tblVehicleEF	SBUS	1,154.91	3,383.64
tblVehicleEF	SBUS	1,108.94	1,127.26
tblVehicleEF	SBUS	53.24	17.35
tblVehicleEF	SBUS	10.58	31.49
tblVehicleEF	SBUS	4.99	4.99
tblVehicleEF	SBUS	12.59	0.58
tblVehicleEF	SBUS	0.01	0.04
tblVehicleEF	SBUS	0.74	0.74
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.4200e-004	1.0400e-004
tblVehicleEF	SBUS	0.01	0.04
tblVehicleEF	SBUS	0.32	0.32

tblVehicleEF	SBUS	2.7000e-003	2.6420e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.0600e-004	9.6000e-005
tblVehicleEF	SBUS	4.5410e-003	0.01
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	0.94	4.00
tblVehicleEF	SBUS	2.0600e-003	6.2980e-003
tblVehicleEF	SBUS	0.11	0.10
tblVehicleEF	SBUS	0.02	0.14
tblVehicleEF	SBUS	0.37	0.11
tblVehicleEF	SBUS	0.01	0.03
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.4900e-004	1.7200e-004
tblVehicleEF	SBUS	4.5410e-003	0.01
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	1.35	5.77
tblVehicleEF	SBUS	2.0600e-003	6.2980e-003
tblVehicleEF	SBUS	0.13	0.12
tblVehicleEF	SBUS	0.02	0.14
tblVehicleEF	SBUS	0.40	0.13
tblVehicleEF	SBUS	0.85	0.86
tblVehicleEF	SBUS	0.01	7.5000e-003
tblVehicleEF	SBUS	0.05	0.02
tblVehicleEF	SBUS	7.67	32.36
tblVehicleEF	SBUS	0.67	0.62
tblVehicleEF	SBUS	4.88	1.97
tblVehicleEF	SBUS	1,207.92	3,480.26
tblVehicleEF	SBUS	1,108.94	1,127.28
tblVehicleEF	SBUS	53.24	16.06
tblVehicleEF	SBUS	10.92	32.36

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tblVehicleEF	SBUS	4.69	4.70
tblVehicleEF	SBUS	12.56	0.57
tblVehicleEF	SBUS	0.01	0.03
tblVehicleEF	SBUS	0.74	0.74
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.4200e-004	1.0400e-004
tblVehicleEF	SBUS	9.8070e-003	0.03
tblVehicleEF	SBUS	0.32	0.32
tblVehicleEF	SBUS	2.7000e-003	2.6420e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.0600e-004	9.6000e-005
tblVehicleEF	SBUS	8.2250e-003	0.02
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	0.93	3.99
tblVehicleEF	SBUS	3.8990e-003	0.01
tblVehicleEF	SBUS	0.11	0.10
tblVehicleEF	SBUS	0.01	0.13
tblVehicleEF	SBUS	0.31	0.10
tblVehicleEF	SBUS	0.01	0.03
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.1800e-004	1.5900e-004
tblVehicleEF	SBUS	8.2250e-003	0.02
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	1.35	5.77
tblVehicleEF	SBUS	3.8990e-003	0.01
tblVehicleEF	SBUS	0.13	0.12
tblVehicleEF	SBUS	0.01	0.13
tblVehicleEF	SBUS	0.34	0.10
tblVehicleEF	SBUS	0.85	0.86

tblVehicleEF	SBUS	0.01	7.4050e-003
tblVehicleEF	SBUS	0.07	0.02
tblVehicleEF	SBUS	7.99	33.23
tblVehicleEF	SBUS	0.66	0.61
tblVehicleEF	SBUS	7.09	2.80
tblVehicleEF	SBUS	1,081.70	3,250.22
tblVehicleEF	SBUS	1,108.94	1,127.26
tblVehicleEF	SBUS	53.24	17.45
tblVehicleEF	SBUS	10.11	30.29
tblVehicleEF	SBUS	4.94	4.92
tblVehicleEF	SBUS	12.59	0.58
tblVehicleEF	SBUS	0.01	0.05
tblVehicleEF	SBUS	0.74	0.74
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.4200e-004	1.0400e-004
tblVehicleEF	SBUS	0.01	0.04
tblVehicleEF	SBUS	0.32	0.32
tblVehicleEF	SBUS	2.7000e-003	2.6420e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.0600e-004	9.6000e-005
tblVehicleEF	SBUS	4.1410e-003	0.01
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	0.94	4.01
tblVehicleEF	SBUS	1.9980e-003	6.5450e-003
tblVehicleEF	SBUS	0.11	0.10
tblVehicleEF	SBUS	0.02	0.17
tblVehicleEF	SBUS	0.38	0.12
tblVehicleEF	SBUS	0.01	0.03
tblVehicleEF	SBUS	0.01	0.01

tblVehicleEF	SBUS	6.5500e-004	1.7300e-004
tblVehicleEF	SBUS	4.1410e-003	0.01
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	1.35	5.78
tblVehicleEF	SBUS	1.9980e-003	6.5450e-003
tblVehicleEF	SBUS	0.13	0.12
tblVehicleEF	SBUS	0.02	0.17
tblVehicleEF	SBUS	0.42	0.13
tblVehicleEF	UBUS	1.60	3.04
tblVehicleEF	UBUS	0.09	0.02
tblVehicleEF	UBUS	10.35	23.58
tblVehicleEF	UBUS	16.43	2.03
tblVehicleEF	UBUS	1,836.48	1,641.57
tblVehicleEF	UBUS	155.92	24.35
tblVehicleEF	UBUS	5.46	0.30
tblVehicleEF	UBUS	12.53	0.24
tblVehicleEF	UBUS	0.50	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.06	2.1590e-003
tblVehicleEF	UBUS	1.6630e-003	2.1700e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.0570e-003
tblVehicleEF	UBUS	0.06	2.0460e-003
tblVehicleEF	UBUS	1.5380e-003	1.9900e-004
tblVehicleEF	UBUS	0.01	5.5670e-003
tblVehicleEF	UBUS	0.13	0.01
tblVehicleEF	UBUS	5.4970e-003	3.2120e-003
tblVehicleEF	UBUS	0.64	0.05
tblVehicleEF	UBUS	0.03	0.05
tblVehicleEF	UBUS	1.28	0.09

tblVehicleEF	UBUS	0.01	6.3860e-003
tblVehicleEF	UBUS	1.8570e-003	2.4100e-004
tblVehicleEF	UBUS	0.01	5.5670e-003
tblVehicleEF	UBUS	0.13	0.01
tblVehicleEF	UBUS	5.4970e-003	3.2120e-003
tblVehicleEF	UBUS	2.30	3.11
tblVehicleEF	UBUS	0.03	0.05
tblVehicleEF	UBUS	1.40	0.10
tblVehicleEF	UBUS	1.61	3.04
tblVehicleEF	UBUS	0.09	0.02
tblVehicleEF	UBUS	10.64	23.58
tblVehicleEF	UBUS	14.18	1.72
tblVehicleEF	UBUS	1,836.48	1,641.57
tblVehicleEF	UBUS	155.92	23.84
tblVehicleEF	UBUS	5.09	0.29
tblVehicleEF	UBUS	12.44	0.23
tblVehicleEF	UBUS	0.50	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.06	2.1590e-003
tblVehicleEF	UBUS	1.6630e-003	2.1700e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.0570e-003
tblVehicleEF	UBUS	0.06	2.0460e-003
tblVehicleEF	UBUS	1.5380e-003	1.9900e-004
tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	0.17	0.01
tblVehicleEF	UBUS	0.01	6.7530e-003
tblVehicleEF	UBUS	0.65	0.05
tblVehicleEF	UBUS	0.03	0.05
tblVehicleEF	UBUS	1.17	0.09

tblVehicleEF	UBUS	0.01	6.3870e-003
tblVehicleEF	UBUS	1.8170e-003	2.3600e-004
tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	0.17	0.01
tblVehicleEF	UBUS	0.01	6.7530e-003
tblVehicleEF	UBUS	2.31	3.11
tblVehicleEF	UBUS	0.03	0.05
tblVehicleEF	UBUS	1.28	0.09
tblVehicleEF	UBUS	1.60	3.04
tblVehicleEF	UBUS	0.10	0.02
tblVehicleEF	UBUS	10.37	23.58
tblVehicleEF	UBUS	16.61	2.01
tblVehicleEF	UBUS	1,836.48	1,641.57
tblVehicleEF	UBUS	155.92	24.32
tblVehicleEF	UBUS	5.42	0.29
tblVehicleEF	UBUS	12.54	0.24
tblVehicleEF	UBUS	0.50	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.06	2.1590e-003
tblVehicleEF	UBUS	1.6630e-003	2.1700e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.0570e-003
tblVehicleEF	UBUS	0.06	2.0460e-003
tblVehicleEF	UBUS	1.5380e-003	1.9900e-004
tblVehicleEF	UBUS	0.01	6.0360e-003
tblVehicleEF	UBUS	0.16	0.01
tblVehicleEF	UBUS	4.7660e-003	3.4290e-003
tblVehicleEF	UBUS	0.64	0.05
tblVehicleEF	UBUS	0.03	0.06
tblVehicleEF	UBUS	1.29	0.09

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tblVehicleEF	UBUS	0.01	6.3860e-003
tblVehicleEF	UBUS	1.8600e-003	2.4100e-004
tblVehicleEF	UBUS	0.01	6.0360e-003
tblVehicleEF	UBUS	0.16	0.01
tblVehicleEF	UBUS	4.7660e-003	3.4290e-003
tblVehicleEF	UBUS	2.30	3.11
tblVehicleEF	UBUS	0.03	0.06
tblVehicleEF	UBUS	1.42	0.10
tblVehicleTrips	ST_TR	1.68	1.40
tblVehicleTrips	SU_TR	1.68	1.40
tblVehicleTrips	WD_TR	1.68	1.40

2.0 Emissions Summary

**2.2 Overall Operational
Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	3.2626	9.0000e-005	0.0103	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0199	0.0199	5.0000e-005	0.0000	0.0212
Energy	8.7600e-003	0.0796	0.0669	4.8000e-004		6.0500e-003	6.0500e-003		6.0500e-003	6.0500e-003	0.0000	688.2201	688.2201	0.0265	6.7300e-003	690.8872
Mobile	1.5695	20.9220	14.4837	0.0587	1.9810	0.2254	2.2064	0.5469	0.2155	0.7624	0.0000	5,625.0085	5,625.0085	0.1341	0.0000	5,628.3601
Offroad	0.1498	1.3494	1.2275	1.5900e-003		0.1005	0.1005		0.0925	0.0925	0.0000	139.6630	139.6630	0.0452	0.0000	140.7922
Stationary	0.2461	0.9632	0.6277	1.1800e-003		0.0362	0.0362		0.0362	0.0362	0.0000	114.2392	114.2392	0.0160	0.0000	114.6396
Waste						0.0000	0.0000		0.0000	0.0000	152.6492	0.0000	152.6492	9.0213	0.0000	378.1819
Water						0.0000	0.0000		0.0000	0.0000	58.6920	767.5224	826.2143	6.0599	0.1489	1,022.0830

Total	5.2368	23.3143	16.4160	0.0620	1.9810	0.3682	2.3492	0.5469	0.3503	0.8972	211.3412	7,334.672 9	7,546.0140	15.3030	0.1556	7,974.965 2
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Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	3.2626	9.0000e-005	0.0103	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0199	0.0199	5.0000e-005	0.0000	0.0212
Energy	6.1700e-003	0.0561	0.0471	3.4000e-004		4.2600e-003	4.2600e-003		4.2600e-003	4.2600e-003	0.0000	410.6396	410.6396	0.0156	4.1100e-003	412.2531
Mobile	1.5441	20.3042	14.1966	0.0562	1.8617	0.2132	2.0749	0.5140	0.2038	0.7178	0.0000	5,386.520 9	5,386.5209	0.1290	0.0000	5,389.745 5
Offroad	0.1498	1.3494	1.2275	1.5900e-003		0.1005	0.1005		0.0925	0.0925	0.0000	139.6630	139.6630	0.0452	0.0000	140.7922
Stationary	0.2461	0.9632	0.6277	1.1800e-003		0.0362	0.0362		0.0362	0.0362	0.0000	114.2392	114.2392	0.0160	0.0000	114.6396
Waste						0.0000	0.0000		0.0000	0.0000	76.3246	0.0000	76.3246	4.5107	0.0000	189.0910
Water						0.0000	0.0000		0.0000	0.0000	46.9536	614.0179	660.9715	4.8479	0.1191	817.6664
Total	5.2088	22.6729	16.1091	0.0593	1.8617	0.3542	2.2159	0.5140	0.3368	0.8508	123.2782	6,665.100 4	6,788.3785	9.5644	0.1232	7,064.209 0

	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 Reduction	0.53	2.75	1.87	4.26	6.02	3.81	5.67	6.02	3.85	5.17	41.67	9.13	10.04	37.50	20.82	11.42

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

- Improve Pedestrian Network
- Implement Trip Reduction Program
- Market Commute Trip Reduction Option

Employee Vanpool/Shuttle
Provide Ride Sharing Program

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.5441	20.3042	14.1966	0.0562	1.8617	0.2132	2.0749	0.5140	0.2038	0.7178	0.0000	5,386.5209	5,386.5209	0.1290	0.0000	5,389.7455
Unmitigated	1.5695	20.9220	14.4837	0.0587	1.9810	0.2254	2.2064	0.5469	0.2155	0.7624	0.0000	5,625.0085	5,625.0085	0.1341	0.0000	5,628.3601

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Unrefrigerated Warehouse-No Rail	280.00	280.00	280.00	1,200,001	1,127,768
Unrefrigerated Warehouse-No Rail	840.00	840.00	840.00	3,600,002	3,383,305
Total	1,120.00	1,120.00	1,120.00	4,800,003	4,511,073

4.3 Trip Type Information

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
Unrefrigerated Warehouse-No Rail	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3
Unrefrigerated Warehouse-No Rail	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Unrefrigerated Warehouse-No Rail	0.088364	0.038449	0.184390	0.122109	0.017402	0.064400	0.131700	0.343900	0.001365	0.001213	0.004629	0.000959	0.001120

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview

Exceed Title 24

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	349.5914	349.5914	0.0144	2.9900e-003	350.8421
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	601.5573	601.5573	0.0248	5.1400e-003	603.7093
NaturalGas Mitigated	6.1700e-003	0.0561	0.0471	3.4000e-004		4.2600e-003	4.2600e-003		4.2600e-003	4.2600e-003	0.0000	61.0482	61.0482	1.1700e-003	1.1200e-003	61.4110
NaturalGas Unmitigated	8.7600e-003	0.0796	0.0669	4.8000e-004		6.0500e-003	6.0500e-003		6.0500e-003	6.0500e-003	0.0000	86.6628	86.6628	1.6600e-003	1.5900e-003	87.1778

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Unrefrigerated Warehouse-No Rail	1.218e+006	6.5700e-003	0.0597	0.0502	3.6000e-004		4.5400e-003	4.5400e-003		4.5400e-003	4.5400e-003	0.0000	64.9971	64.9971	1.2500e-003	1.1900e-003	65.3834
Unrefrigerated Warehouse-No Rail	406000	2.1900e-003	0.0199	0.0167	1.2000e-004		1.5100e-003	1.5100e-003		1.5100e-003	1.5100e-003	0.0000	21.6657	21.6657	4.2000e-004	4.0000e-004	21.7945
Total		8.7600e-003	0.0796	0.0669	4.8000e-004		6.0500e-003	6.0500e-003		6.0500e-003	6.0500e-003	0.0000	86.6628	86.6628	1.6700e-003	1.5900e-003	87.1778

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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Land Use	kBTU/yr	tons/yr								MT/yr						
Unrefrigerated Warehouse-No	286000	1.5400e-003	0.0140	0.0118	8.0000e-005	1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	15.2621	15.2621	2.9000e-004	2.8000e-004	15.3527
Unrefrigerated Warehouse-No	858000	4.6300e-003	0.0421	0.0353	2.5000e-004	3.2000e-003	3.2000e-003		3.2000e-003	3.2000e-003	0.0000	45.7862	45.7862	8.8000e-004	8.4000e-004	46.0582
Total		6.1700e-003	0.0561	0.0471	3.3000e-004	4.2700e-003	4.2700e-003		4.2700e-003	4.2700e-003	0.0000	61.0482	61.0482	1.1700e-003	1.1200e-003	61.4110

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Unrefrigerated Warehouse-No	1.416e+006	451.1679	0.0186	3.8500e-003	452.7820
Unrefrigerated Warehouse-No	472000	150.3893	6.2100e-003	1.2800e-003	150.9273
Total		601.5573	0.0248	5.1300e-003	603.7093

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Unrefrigerated Warehouse-No	274300	87.3979	3.6100e-003	7.5000e-004	87.7105
Unrefrigerated Warehouse-No	822900	262.1936	0.0108	2.2400e-003	263.1316
Total		349.5914	0.0144	2.9900e-003	350.8421

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	3.2626	9.0000e-005	0.0103	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0199	0.0199	5.0000e-005	0.0000	0.0212
Unmitigated	3.2626	9.0000e-005	0.0103	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0199	0.0199	5.0000e-005	0.0000	0.0212

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.3708					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.8908					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	9.7000e-004	9.0000e-005	0.0103	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0199	0.0199	5.0000e-005	0.0000	0.0212
Total	3.2626	9.0000e-005	0.0103	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0199	0.0199	5.0000e-005	0.0000	0.0212

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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SubCategory	tons/yr								MT/yr								
Architectural Coating	0.3708					0.0000	0.0000			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		
Consumer Products	2.8908					0.0000	0.0000			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		
Landscaping	9.7000e-004	9.0000e-005	0.0103	0.0000		4.0000e-005	4.0000e-005			4.0000e-005	4.0000e-005	0.0000	0.0199	0.0199	5.0000e-005	0.0000	0.0212
Total	3.2626	9.0000e-005	0.0103	0.0000		4.0000e-005	4.0000e-005			4.0000e-005	4.0000e-005	0.0000	0.0199	0.0199	5.0000e-005	0.0000	0.0212

7.0 Water Detail

7.1 Mitigation Measures Water

- Install Low Flow Bathroom Faucet
- Install Low Flow Kitchen Faucet
- Install Low Flow Toilet
- Install Low Flow Shower
- Use Water Efficient Irrigation System

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	660.9715	4.8479	0.1191	817.6664
Unmitigated	826.2143	6.0599	0.1489	1,022.0830

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Unrefrigerated Warehouse-No	185 / 0	826.2143	6.0599	0.1489	1,022.0830
Total		826.2143	6.0599	0.1489	1,022.0830

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Unrefrigerated Warehouse-No	148 / 0	660.9715	4.8479	0.1191	817.6664
Total		660.9715	4.8479	0.1191	817.6664

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	76.3246	4.5107	0.0000	189.0910
Unmitigated	152.6492	9.0213	0.0000	378.1819

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Unrefrigerated Warehouse-No Chill	752	152.6492	9.0213	0.0000	378.1819
Total		152.6492	9.0213	0.0000	378.1819

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Unrefrigerated Warehouse-No Chill	376	76.3246	4.5107	0.0000	189.0910
Total		76.3246	4.5107	0.0000	189.0910

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Forklifts	8	8.00	260	89	0.20	Electrical

UnMitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	tons/yr										MT/yr					
Forklifts	0.1498	1.3494	1.2275	1.5900e-003		0.1005	0.1005		0.0925	0.0925	0.0000	139.6630	139.6630	0.0452	0.0000	140.7922
Total	0.1498	1.3494	1.2275	1.5900e-003		0.1005	0.1005		0.0925	0.0925	0.0000	139.6630	139.6630	0.0452	0.0000	140.7922

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Fire Pump	2	3	100	500	0.73	Diesel
Emergency Generator	2	3	100	1000	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	tons/yr										MT/yr					
Emergency Generator - Diesel (750 - 9000 HP)	0.1641	0.7339	0.4184	7.9000e-004		0.0241	0.0241		0.0241	0.0241	0.0000	76.1594	76.1594	0.0107	0.0000	76.4264
Fire Pump - Diesel (300 - 600 HP)	0.0820	0.2293	0.2092	3.9000e-004		0.0121	0.0121		0.0121	0.0121	0.0000	38.0797	38.0797	5.3400e-003	0.0000	38.2132
Total	0.2461	0.9632	0.6277	1.1800e-003		0.0362	0.0362		0.0362	0.0362	0.0000	114.2392	114.2392	0.0160	0.0000	114.6396

11.0 Vegetation

HFCP - Proposed Project - Logistics ITE10th Rates - Riverside-South Coast County, Summer

**HFCP - Proposed Project - Logistics ITE10th Rates
Riverside-South Coast County, Summer**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	200.00	1000sqft	4.59	200,000.00	0
Unrefrigerated Warehouse-No Rail	600.00	1000sqft	13.77	600,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.4	Precipitation Freq (Days)	28
Climate Zone	10			Operational Year	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

- Project Characteristics -
- Land Use -
- Construction Phase - operational only run
- Vehicle Trips - ITE 10th Trip Rates
- Energy Use -
- Mobile Land Use Mitigation -
- Mobile Commute Mitigation - Trip reduction program, transit incentives, shuttles, ride sharing per MM AQ-5
- Area Mitigation -

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Energy Mitigation - Reduced energy per updated Title 24, MM AQ-4 Energy Star Appliances, MM AQ-9 LEED

Water Mitigation -

Waste Mitigation - MM AQ-8 Solid Waste Diversion

Fleet Mix - Per DEIR, fleet mix, HHD = 34.39%, MHD = 13.17%, LDH2=6.44%, Passenger = 46%

Operational Off-Road Equipment - equipment

Stationary Sources - Emergency Generators and Fire Pumps -

Vehicle Emission Factors - Updated with EMFAC 2017

Vehicle Emission Factors - Updated with EMFAC 2017

Vehicle Emission Factors - Updated with EMFAC 2017

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblFleetMix	HHD	0.07	0.34
tblFleetMix	LDA	0.54	0.09
tblFleetMix	LHD2	5.3390e-003	0.06
tblFleetMix	MHD	0.02	0.13
tblOperationalOffRoadEquipment	OperFuelType	Diesel	Electrical
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	8.00
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	500.00
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	1,000.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	3.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	3.00
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	100.00
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	100.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	2.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	2.00
tblVehicleEF	HHD	1.50	0.22

tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.11	0.00
tblVehicleEF	HHD	3.46	57.15
tblVehicleEF	HHD	0.46	0.49
tblVehicleEF	HHD	1.51	1.5810e-003
tblVehicleEF	HHD	6,555.40	11,402.12
tblVehicleEF	HHD	1,477.34	1,404.21
tblVehicleEF	HHD	4.68	0.01
tblVehicleEF	HHD	27.96	62.45
tblVehicleEF	HHD	3.07	3.84
tblVehicleEF	HHD	20.33	1.89
tblVehicleEF	HHD	0.02	0.12
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.07
tblVehicleEF	HHD	4.0000e-005	0.00
tblVehicleEF	HHD	0.02	0.12
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8710e-003	8.8120e-003
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	3.7000e-005	0.00
tblVehicleEF	HHD	9.2000e-005	2.6000e-005
tblVehicleEF	HHD	2.7720e-003	4.5000e-005
tblVehicleEF	HHD	0.90	4.69
tblVehicleEF	HHD	5.1000e-005	1.6000e-005
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	1.9500e-004	2.3800e-004
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	0.06	0.11
tblVehicleEF	HHD	0.01	0.01

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tbIVehicleEF	HHD	7.2000e-005	0.00
tbIVehicleEF	HHD	9.2000e-005	2.6000e-005
tbIVehicleEF	HHD	2.7720e-003	4.5000e-005
tbIVehicleEF	HHD	1.03	5.34
tbIVehicleEF	HHD	5.1000e-005	1.6000e-005
tbIVehicleEF	HHD	0.11	0.14
tbIVehicleEF	HHD	1.9500e-004	2.3800e-004
tbIVehicleEF	HHD	0.06	0.00
tbIVehicleEF	HHD	1.42	0.23
tbIVehicleEF	HHD	0.03	0.03
tbIVehicleEF	HHD	0.11	0.00
tbIVehicleEF	HHD	2.53	55.60
tbIVehicleEF	HHD	0.46	0.49
tbIVehicleEF	HHD	1.43	1.4920e-003
tbIVehicleEF	HHD	6,940.41	11,398.05
tbIVehicleEF	HHD	1,477.34	1,404.21
tbIVehicleEF	HHD	4.68	0.01
tbIVehicleEF	HHD	28.85	60.97
tbIVehicleEF	HHD	2.90	3.63
tbIVehicleEF	HHD	20.32	1.89
tbIVehicleEF	HHD	0.02	0.12
tbIVehicleEF	HHD	0.06	0.06
tbIVehicleEF	HHD	0.04	0.04
tbIVehicleEF	HHD	0.02	0.07
tbIVehicleEF	HHD	4.0000e-005	0.00
tbIVehicleEF	HHD	0.01	0.11
tbIVehicleEF	HHD	0.03	0.03
tbIVehicleEF	HHD	8.8710e-003	8.8120e-003
tbIVehicleEF	HHD	0.02	0.06
tbIVehicleEF	HHD	3.7000e-005	0.00

tblVehicleEF	HHD	1.7900e-004	4.9000e-005
tblVehicleEF	HHD	3.1980e-003	5.0000e-005
tblVehicleEF	HHD	0.84	4.86
tblVehicleEF	HHD	1.0100e-004	3.3000e-005
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	2.0100e-004	2.4400e-004
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	7.1000e-005	0.00
tblVehicleEF	HHD	1.7900e-004	4.9000e-005
tblVehicleEF	HHD	3.1980e-003	5.0000e-005
tblVehicleEF	HHD	0.97	5.54
tblVehicleEF	HHD	1.0100e-004	3.3000e-005
tblVehicleEF	HHD	0.11	0.14
tblVehicleEF	HHD	2.0100e-004	2.4400e-004
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	1.62	0.21
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.11	0.00
tblVehicleEF	HHD	4.76	59.28
tblVehicleEF	HHD	0.46	0.49
tblVehicleEF	HHD	1.51	1.5640e-003
tblVehicleEF	HHD	6,023.73	11,407.74
tblVehicleEF	HHD	1,477.34	1,404.21
tblVehicleEF	HHD	4.68	0.01
tblVehicleEF	HHD	26.74	64.48
tblVehicleEF	HHD	3.05	3.79
tblVehicleEF	HHD	20.33	1.89
tblVehicleEF	HHD	0.02	0.13

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tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.07
tblVehicleEF	HHD	4.0000e-005	0.00
tblVehicleEF	HHD	0.02	0.13
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8710e-003	8.8120e-003
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	3.7000e-005	0.00
tblVehicleEF	HHD	7.4000e-005	2.7000e-005
tblVehicleEF	HHD	2.9910e-003	5.1000e-005
tblVehicleEF	HHD	0.96	4.45
tblVehicleEF	HHD	4.5000e-005	1.7000e-005
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	2.0800e-004	2.5200e-004
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	0.06	0.11
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	7.2000e-005	0.00
tblVehicleEF	HHD	7.4000e-005	2.7000e-005
tblVehicleEF	HHD	2.9910e-003	5.1000e-005
tblVehicleEF	HHD	1.11	5.07
tblVehicleEF	HHD	4.5000e-005	1.7000e-005
tblVehicleEF	HHD	0.11	0.14
tblVehicleEF	HHD	2.0800e-004	2.5200e-004
tblVehicleEF	HHD	0.06	0.00
tblVehicleEF	LDA	4.4730e-003	2.7930e-003
tblVehicleEF	LDA	6.2970e-003	0.06
tblVehicleEF	LDA	0.62	0.71
tblVehicleEF	LDA	1.29	2.21

tblVehicleEF	LDA	266.01	270.87
tblVehicleEF	LDA	60.91	56.42
tblVehicleEF	LDA	0.05	0.05
tblVehicleEF	LDA	0.09	0.20
tblVehicleEF	LDA	1.6430e-003	1.5090e-003
tblVehicleEF	LDA	2.2790e-003	1.9920e-003
tblVehicleEF	LDA	1.5150e-003	1.3900e-003
tblVehicleEF	LDA	2.0950e-003	1.8320e-003
tblVehicleEF	LDA	0.06	0.30
tblVehicleEF	LDA	0.11	0.10
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.22
tblVehicleEF	LDA	0.08	0.25
tblVehicleEF	LDA	2.6640e-003	2.6800e-003
tblVehicleEF	LDA	6.3100e-004	5.5800e-004
tblVehicleEF	LDA	0.06	0.30
tblVehicleEF	LDA	0.11	0.10
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.22
tblVehicleEF	LDA	0.09	0.28
tblVehicleEF	LDA	5.0810e-003	3.1460e-003
tblVehicleEF	LDA	5.4700e-003	0.05
tblVehicleEF	LDA	0.76	0.85
tblVehicleEF	LDA	1.14	1.85
tblVehicleEF	LDA	289.77	292.94
tblVehicleEF	LDA	60.91	55.74
tblVehicleEF	LDA	0.05	0.04
tblVehicleEF	LDA	0.08	0.19

tblVehicleEF	LDA	1.6430e-003	1.5090e-003
tblVehicleEF	LDA	2.2790e-003	1.9920e-003
tblVehicleEF	LDA	1.5150e-003	1.3900e-003
tblVehicleEF	LDA	2.0950e-003	1.8320e-003
tblVehicleEF	LDA	0.11	0.56
tblVehicleEF	LDA	0.13	0.12
tblVehicleEF	LDA	0.08	0.44
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.21
tblVehicleEF	LDA	0.07	0.22
tblVehicleEF	LDA	2.9040e-003	2.8980e-003
tblVehicleEF	LDA	6.2800e-004	5.5200e-004
tblVehicleEF	LDA	0.11	0.56
tblVehicleEF	LDA	0.13	0.12
tblVehicleEF	LDA	0.08	0.44
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.21
tblVehicleEF	LDA	0.08	0.24
tblVehicleEF	LDA	4.3110e-003	2.7450e-003
tblVehicleEF	LDA	6.4670e-003	0.06
tblVehicleEF	LDA	0.58	0.68
tblVehicleEF	LDA	1.32	2.19
tblVehicleEF	LDA	259.39	267.14
tblVehicleEF	LDA	60.91	56.40
tblVehicleEF	LDA	0.05	0.04
tblVehicleEF	LDA	0.09	0.20
tblVehicleEF	LDA	1.6430e-003	1.5090e-003
tblVehicleEF	LDA	2.2790e-003	1.9920e-003
tblVehicleEF	LDA	1.5150e-003	1.3900e-003
tblVehicleEF	LDA	2.0950e-003	1.8320e-003

tbIVehicleEF	LDA	0.05	0.30
tbIVehicleEF	LDA	0.12	0.12
tbIVehicleEF	LDA	0.04	0.23
tbIVehicleEF	LDA	0.01	0.01
tbIVehicleEF	LDA	0.04	0.24
tbIVehicleEF	LDA	0.09	0.25
tbIVehicleEF	LDA	2.5980e-003	2.6430e-003
tbIVehicleEF	LDA	6.3200e-004	5.5800e-004
tbIVehicleEF	LDA	0.05	0.30
tbIVehicleEF	LDA	0.12	0.12
tbIVehicleEF	LDA	0.04	0.23
tbIVehicleEF	LDA	0.02	0.02
tbIVehicleEF	LDA	0.04	0.24
tbIVehicleEF	LDA	0.10	0.28
tbIVehicleEF	LDT1	0.01	8.9240e-003
tbIVehicleEF	LDT1	0.02	0.10
tbIVehicleEF	LDT1	1.62	1.77
tbIVehicleEF	LDT1	3.78	2.55
tbIVehicleEF	LDT1	325.17	321.11
tbIVehicleEF	LDT1	74.01	68.78
tbIVehicleEF	LDT1	0.16	0.16
tbIVehicleEF	LDT1	0.23	0.34
tbIVehicleEF	LDT1	2.6810e-003	2.4860e-003
tbIVehicleEF	LDT1	3.8960e-003	3.2230e-003
tbIVehicleEF	LDT1	2.4680e-003	2.2880e-003
tbIVehicleEF	LDT1	3.5830e-003	2.9630e-003
tbIVehicleEF	LDT1	0.22	0.97
tbIVehicleEF	LDT1	0.37	0.29
tbIVehicleEF	LDT1	0.15	0.65
tbIVehicleEF	LDT1	0.03	0.04

tblVehicleEF	LDT1	0.22	0.95
tblVehicleEF	LDT1	0.27	0.51
tblVehicleEF	LDT1	3.2720e-003	3.1780e-003
tblVehicleEF	LDT1	8.0700e-004	6.8100e-004
tblVehicleEF	LDT1	0.22	0.97
tblVehicleEF	LDT1	0.37	0.29
tblVehicleEF	LDT1	0.15	0.65
tblVehicleEF	LDT1	0.05	0.06
tblVehicleEF	LDT1	0.22	0.95
tblVehicleEF	LDT1	0.30	0.56
tblVehicleEF	LDT1	0.02	9.9410e-003
tblVehicleEF	LDT1	0.02	0.08
tblVehicleEF	LDT1	1.95	2.08
tblVehicleEF	LDT1	3.33	2.13
tblVehicleEF	LDT1	353.10	344.18
tblVehicleEF	LDT1	74.01	67.86
tblVehicleEF	LDT1	0.15	0.15
tblVehicleEF	LDT1	0.22	0.32
tblVehicleEF	LDT1	2.6810e-003	2.4860e-003
tblVehicleEF	LDT1	3.8960e-003	3.2230e-003
tblVehicleEF	LDT1	2.4680e-003	2.2880e-003
tblVehicleEF	LDT1	3.5830e-003	2.9630e-003
tblVehicleEF	LDT1	0.44	1.80
tblVehicleEF	LDT1	0.46	0.35
tblVehicleEF	LDT1	0.29	1.26
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.22	0.93
tblVehicleEF	LDT1	0.23	0.44
tblVehicleEF	LDT1	3.5570e-003	3.4060e-003
tblVehicleEF	LDT1	7.9900e-004	6.7200e-004

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tbIVehicleEF	LDT1	0.44	1.80
tbIVehicleEF	LDT1	0.46	0.35
tbIVehicleEF	LDT1	0.29	1.26
tbIVehicleEF	LDT1	0.06	0.06
tbIVehicleEF	LDT1	0.22	0.93
tbIVehicleEF	LDT1	0.26	0.48
tbIVehicleEF	LDT1	0.01	8.7780e-003
tbIVehicleEF	LDT1	0.02	0.10
tbIVehicleEF	LDT1	1.52	1.71
tbIVehicleEF	LDT1	3.84	2.53
tbIVehicleEF	LDT1	316.88	317.20
tbIVehicleEF	LDT1	74.01	68.75
tbIVehicleEF	LDT1	0.16	0.16
tbIVehicleEF	LDT1	0.23	0.34
tbIVehicleEF	LDT1	2.6810e-003	2.4860e-003
tbIVehicleEF	LDT1	3.8960e-003	3.2230e-003
tbIVehicleEF	LDT1	2.4680e-003	2.2880e-003
tbIVehicleEF	LDT1	3.5830e-003	2.9630e-003
tbIVehicleEF	LDT1	0.19	0.99
tbIVehicleEF	LDT1	0.41	0.34
tbIVehicleEF	LDT1	0.13	0.65
tbIVehicleEF	LDT1	0.03	0.04
tbIVehicleEF	LDT1	0.25	1.11
tbIVehicleEF	LDT1	0.28	0.51
tbIVehicleEF	LDT1	3.1880e-003	3.1390e-003
tbIVehicleEF	LDT1	8.0800e-004	6.8000e-004
tbIVehicleEF	LDT1	0.19	0.99
tbIVehicleEF	LDT1	0.41	0.34
tbIVehicleEF	LDT1	0.13	0.65
tbIVehicleEF	LDT1	0.05	0.06

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tbIVehicleEF	LDT1	0.25	1.11
tbIVehicleEF	LDT1	0.30	0.56
tbIVehicleEF	LDT2	6.1110e-003	4.5190e-003
tbIVehicleEF	LDT2	8.2750e-003	0.08
tbIVehicleEF	LDT2	0.82	1.03
tbIVehicleEF	LDT2	1.71	2.88
tbIVehicleEF	LDT2	366.61	346.07
tbIVehicleEF	LDT2	83.75	74.32
tbIVehicleEF	LDT2	0.09	0.10
tbIVehicleEF	LDT2	0.15	0.34
tbIVehicleEF	LDT2	1.6030e-003	1.5600e-003
tbIVehicleEF	LDT2	2.3200e-003	2.0380e-003
tbIVehicleEF	LDT2	1.4740e-003	1.4360e-003
tbIVehicleEF	LDT2	2.1330e-003	1.8740e-003
tbIVehicleEF	LDT2	0.07	0.45
tbIVehicleEF	LDT2	0.13	0.14
tbIVehicleEF	LDT2	0.06	0.37
tbIVehicleEF	LDT2	0.02	0.02
tbIVehicleEF	LDT2	0.07	0.44
tbIVehicleEF	LDT2	0.11	0.37
tbIVehicleEF	LDT2	3.6730e-003	3.4240e-003
tbIVehicleEF	LDT2	8.6600e-004	7.3500e-004
tbIVehicleEF	LDT2	0.07	0.45
tbIVehicleEF	LDT2	0.13	0.14
tbIVehicleEF	LDT2	0.06	0.37
tbIVehicleEF	LDT2	0.02	0.03
tbIVehicleEF	LDT2	0.07	0.44
tbIVehicleEF	LDT2	0.12	0.40
tbIVehicleEF	LDT2	6.9350e-003	5.0670e-003
tbIVehicleEF	LDT2	7.1890e-003	0.07

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tbIVehicleEF	LDT2	1.00	1.22
tbIVehicleEF	LDT2	1.51	2.40
tbIVehicleEF	LDT2	398.95	368.67
tbIVehicleEF	LDT2	83.75	73.39
tbIVehicleEF	LDT2	0.08	0.09
tbIVehicleEF	LDT2	0.15	0.32
tbIVehicleEF	LDT2	1.6030e-003	1.5600e-003
tbIVehicleEF	LDT2	2.3200e-003	2.0380e-003
tbIVehicleEF	LDT2	1.4740e-003	1.4360e-003
tbIVehicleEF	LDT2	2.1330e-003	1.8740e-003
tbIVehicleEF	LDT2	0.14	0.83
tbIVehicleEF	LDT2	0.15	0.16
tbIVehicleEF	LDT2	0.11	0.69
tbIVehicleEF	LDT2	0.02	0.02
tbIVehicleEF	LDT2	0.07	0.43
tbIVehicleEF	LDT2	0.10	0.32
tbIVehicleEF	LDT2	3.9980e-003	3.6480e-003
tbIVehicleEF	LDT2	8.6300e-004	7.2600e-004
tbIVehicleEF	LDT2	0.14	0.83
tbIVehicleEF	LDT2	0.15	0.16
tbIVehicleEF	LDT2	0.11	0.69
tbIVehicleEF	LDT2	0.03	0.03
tbIVehicleEF	LDT2	0.07	0.43
tbIVehicleEF	LDT2	0.11	0.35
tbIVehicleEF	LDT2	5.8750e-003	4.4430e-003
tbIVehicleEF	LDT2	8.5090e-003	0.08
tbIVehicleEF	LDT2	0.76	0.99
tbIVehicleEF	LDT2	1.74	2.86
tbIVehicleEF	LDT2	356.95	342.25
tbIVehicleEF	LDT2	83.75	74.28

tblVehicleEF	LDT2	0.08	0.09
tblVehicleEF	LDT2	0.15	0.34
tblVehicleEF	LDT2	1.6030e-003	1.5600e-003
tblVehicleEF	LDT2	2.3200e-003	2.0380e-003
tblVehicleEF	LDT2	1.4740e-003	1.4360e-003
tblVehicleEF	LDT2	2.1330e-003	1.8740e-003
tblVehicleEF	LDT2	0.06	0.44
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.05	0.37
tblVehicleEF	LDT2	0.01	0.02
tblVehicleEF	LDT2	0.08	0.51
tblVehicleEF	LDT2	0.11	0.37
tblVehicleEF	LDT2	3.5750e-003	3.3860e-003
tblVehicleEF	LDT2	8.6700e-004	7.3500e-004
tblVehicleEF	LDT2	0.06	0.44
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.05	0.37
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.08	0.51
tblVehicleEF	LDT2	0.13	0.40
tblVehicleEF	LHD1	5.6490e-003	0.07
tblVehicleEF	LHD1	0.01	5.8570e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.15	2.30
tblVehicleEF	LHD1	1.03	0.81
tblVehicleEF	LHD1	2.54	0.88
tblVehicleEF	LHD1	9.27	131.32
tblVehicleEF	LHD1	612.92	640.47
tblVehicleEF	LHD1	30.90	9.43
tblVehicleEF	LHD1	0.09	1.25

tbIVehicleEF	LHD1	2.35	1.83
tbIVehicleEF	LHD1	1.02	0.28
tbIVehicleEF	LHD1	9.6900e-004	0.01
tbIVehicleEF	LHD1	0.01	0.01
tbIVehicleEF	LHD1	0.01	0.01
tbIVehicleEF	LHD1	9.2500e-004	2.2200e-004
tbIVehicleEF	LHD1	9.2700e-004	0.01
tbIVehicleEF	LHD1	2.5280e-003	2.5110e-003
tbIVehicleEF	LHD1	0.01	0.01
tbIVehicleEF	LHD1	8.5100e-004	2.0500e-004
tbIVehicleEF	LHD1	3.9460e-003	0.04
tbIVehicleEF	LHD1	0.10	0.07
tbIVehicleEF	LHD1	0.02	0.28
tbIVehicleEF	LHD1	1.9130e-003	0.02
tbIVehicleEF	LHD1	0.08	0.07
tbIVehicleEF	LHD1	0.31	0.45
tbIVehicleEF	LHD1	0.28	0.07
tbIVehicleEF	LHD1	9.3000e-005	1.2680e-003
tbIVehicleEF	LHD1	6.0140e-003	6.2270e-003
tbIVehicleEF	LHD1	3.5800e-004	9.3000e-005
tbIVehicleEF	LHD1	3.9460e-003	0.04
tbIVehicleEF	LHD1	0.10	0.07
tbIVehicleEF	LHD1	0.02	0.40
tbIVehicleEF	LHD1	1.9130e-003	0.02
tbIVehicleEF	LHD1	0.10	0.08
tbIVehicleEF	LHD1	0.31	0.45
tbIVehicleEF	LHD1	0.30	0.08
tbIVehicleEF	LHD1	5.6490e-003	0.07
tbIVehicleEF	LHD1	0.01	5.9510e-003
tbIVehicleEF	LHD1	0.02	0.01

tblVehicleEF	LHD1	0.15	2.30
tblVehicleEF	LHD1	1.05	0.82
tblVehicleEF	LHD1	2.42	0.84
tblVehicleEF	LHD1	9.27	131.32
tblVehicleEF	LHD1	612.92	640.49
tblVehicleEF	LHD1	30.90	9.34
tblVehicleEF	LHD1	0.09	1.25
tblVehicleEF	LHD1	2.21	1.72
tblVehicleEF	LHD1	0.98	0.27
tblVehicleEF	LHD1	9.6900e-004	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.2500e-004	2.2200e-004
tblVehicleEF	LHD1	9.2700e-004	0.01
tblVehicleEF	LHD1	2.5280e-003	2.5110e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.5100e-004	2.0500e-004
tblVehicleEF	LHD1	7.3960e-003	0.07
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.02	0.28
tblVehicleEF	LHD1	3.6890e-003	0.04
tblVehicleEF	LHD1	0.08	0.07
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.27	0.07
tblVehicleEF	LHD1	9.3000e-005	1.2680e-003
tblVehicleEF	LHD1	6.0140e-003	6.2270e-003
tblVehicleEF	LHD1	3.5500e-004	9.2000e-005
tblVehicleEF	LHD1	7.3960e-003	0.07
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.02	0.40

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tbIVehicleEF	LHD1	3.6890e-003	0.04
tbIVehicleEF	LHD1	0.10	0.08
tbIVehicleEF	LHD1	0.31	0.45
tbIVehicleEF	LHD1	0.29	0.08
tbIVehicleEF	LHD1	5.6490e-003	0.07
tbIVehicleEF	LHD1	0.01	5.8660e-003
tbIVehicleEF	LHD1	0.02	0.01
tbIVehicleEF	LHD1	0.15	2.30
tbIVehicleEF	LHD1	1.03	0.80
tbIVehicleEF	LHD1	2.54	0.87
tbIVehicleEF	LHD1	9.27	131.32
tbIVehicleEF	LHD1	612.92	640.47
tbIVehicleEF	LHD1	30.90	9.41
tbIVehicleEF	LHD1	0.09	1.25
tbIVehicleEF	LHD1	2.32	1.80
tbIVehicleEF	LHD1	1.01	0.28
tbIVehicleEF	LHD1	9.6900e-004	0.01
tbIVehicleEF	LHD1	0.01	0.01
tbIVehicleEF	LHD1	0.01	0.01
tbIVehicleEF	LHD1	9.2500e-004	2.2200e-004
tbIVehicleEF	LHD1	9.2700e-004	0.01
tbIVehicleEF	LHD1	2.5280e-003	2.5110e-003
tbIVehicleEF	LHD1	0.01	0.01
tbIVehicleEF	LHD1	8.5100e-004	2.0500e-004
tbIVehicleEF	LHD1	3.5540e-003	0.04
tbIVehicleEF	LHD1	0.12	0.08
tbIVehicleEF	LHD1	0.02	0.28
tbIVehicleEF	LHD1	1.7480e-003	0.02
tbIVehicleEF	LHD1	0.08	0.07
tbIVehicleEF	LHD1	0.33	0.48

tblVehicleEF	LHD1	0.28	0.07
tblVehicleEF	LHD1	9.3000e-005	1.2680e-003
tblVehicleEF	LHD1	6.0140e-003	6.2270e-003
tblVehicleEF	LHD1	3.5800e-004	9.3000e-005
tblVehicleEF	LHD1	3.5540e-003	0.04
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.02	0.40
tblVehicleEF	LHD1	1.7480e-003	0.02
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.33	0.48
tblVehicleEF	LHD1	0.30	0.08
tblVehicleEF	LHD2	3.8330e-003	0.04
tblVehicleEF	LHD2	5.1000e-003	4.0970e-003
tblVehicleEF	LHD2	9.1950e-003	7.3890e-003
tblVehicleEF	LHD2	0.12	1.66
tblVehicleEF	LHD2	0.56	0.56
tblVehicleEF	LHD2	1.23	0.45
tblVehicleEF	LHD2	14.53	202.06
tblVehicleEF	LHD2	609.83	634.08
tblVehicleEF	LHD2	23.90	5.72
tblVehicleEF	LHD2	0.12	1.79
tblVehicleEF	LHD2	1.94	2.00
tblVehicleEF	LHD2	0.56	0.15
tblVehicleEF	LHD2	1.3510e-003	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	4.1000e-004	9.4000e-005
tblVehicleEF	LHD2	1.2930e-003	0.02
tblVehicleEF	LHD2	2.6930e-003	2.7370e-003
tblVehicleEF	LHD2	0.01	0.01

tblVehicleEF	LHD2	3.7700e-004	8.7000e-005
tblVehicleEF	LHD2	1.5990e-003	0.02
tblVehicleEF	LHD2	0.04	0.03
tblVehicleEF	LHD2	0.01	0.20
tblVehicleEF	LHD2	8.1500e-004	8.4590e-003
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.12	0.04
tblVehicleEF	LHD2	1.4200e-004	1.9270e-003
tblVehicleEF	LHD2	5.9300e-003	6.1000e-003
tblVehicleEF	LHD2	2.6200e-004	5.7000e-005
tblVehicleEF	LHD2	1.5990e-003	0.02
tblVehicleEF	LHD2	0.04	0.03
tblVehicleEF	LHD2	0.02	0.27
tblVehicleEF	LHD2	8.1500e-004	8.4590e-003
tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.14	0.04
tblVehicleEF	LHD2	3.8330e-003	0.04
tblVehicleEF	LHD2	5.1600e-003	4.1300e-003
tblVehicleEF	LHD2	8.8690e-003	7.1060e-003
tblVehicleEF	LHD2	0.12	1.66
tblVehicleEF	LHD2	0.56	0.57
tblVehicleEF	LHD2	1.18	0.43
tblVehicleEF	LHD2	14.53	202.06
tblVehicleEF	LHD2	609.83	634.09
tblVehicleEF	LHD2	23.90	5.68
tblVehicleEF	LHD2	0.12	1.79
tblVehicleEF	LHD2	1.83	1.89
tblVehicleEF	LHD2	0.54	0.14

tblVehicleEF	LHD2	1.3510e-003	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	4.1000e-004	9.4000e-005
tblVehicleEF	LHD2	1.2930e-003	0.02
tblVehicleEF	LHD2	2.6930e-003	2.7370e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.7700e-004	8.7000e-005
tblVehicleEF	LHD2	3.0260e-003	0.03
tblVehicleEF	LHD2	0.05	0.04
tblVehicleEF	LHD2	0.01	0.20
tblVehicleEF	LHD2	1.5540e-003	0.02
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.12	0.03
tblVehicleEF	LHD2	1.4200e-004	1.9270e-003
tblVehicleEF	LHD2	5.9300e-003	6.1000e-003
tblVehicleEF	LHD2	2.6100e-004	5.6000e-005
tblVehicleEF	LHD2	3.0260e-003	0.03
tblVehicleEF	LHD2	0.05	0.04
tblVehicleEF	LHD2	0.02	0.27
tblVehicleEF	LHD2	1.5540e-003	0.02
tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.13	0.04
tblVehicleEF	LHD2	3.8330e-003	0.04
tblVehicleEF	LHD2	5.0860e-003	4.1010e-003
tblVehicleEF	LHD2	9.2490e-003	7.3380e-003
tblVehicleEF	LHD2	0.12	1.66
tblVehicleEF	LHD2	0.56	0.56

tbIVehicleEF	LHD2	1.24	0.45
tbIVehicleEF	LHD2	14.53	202.06
tbIVehicleEF	LHD2	609.83	634.08
tbIVehicleEF	LHD2	23.90	5.72
tbIVehicleEF	LHD2	0.12	1.79
tbIVehicleEF	LHD2	1.92	1.97
tbIVehicleEF	LHD2	0.56	0.15
tbIVehicleEF	LHD2	1.3510e-003	0.02
tbIVehicleEF	LHD2	0.01	0.01
tbIVehicleEF	LHD2	0.01	0.02
tbIVehicleEF	LHD2	4.1000e-004	9.4000e-005
tbIVehicleEF	LHD2	1.2930e-003	0.02
tbIVehicleEF	LHD2	2.6930e-003	2.7370e-003
tbIVehicleEF	LHD2	0.01	0.01
tbIVehicleEF	LHD2	3.7700e-004	8.7000e-005
tbIVehicleEF	LHD2	1.2860e-003	0.02
tbIVehicleEF	LHD2	0.04	0.04
tbIVehicleEF	LHD2	0.01	0.20
tbIVehicleEF	LHD2	6.9100e-004	8.8280e-003
tbIVehicleEF	LHD2	0.06	0.07
tbIVehicleEF	LHD2	0.10	0.21
tbIVehicleEF	LHD2	0.12	0.04
tbIVehicleEF	LHD2	1.4200e-004	1.9270e-003
tbIVehicleEF	LHD2	5.9300e-003	6.1000e-003
tbIVehicleEF	LHD2	2.6200e-004	5.7000e-005
tbIVehicleEF	LHD2	1.2860e-003	0.02
tbIVehicleEF	LHD2	0.04	0.04
tbIVehicleEF	LHD2	0.02	0.27
tbIVehicleEF	LHD2	6.9100e-004	8.8280e-003
tbIVehicleEF	LHD2	0.07	0.08

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tblVehicleEF	LHD2	0.10	0.21
tblVehicleEF	LHD2	0.14	0.04
tblVehicleEF	MCY	0.41	0.32
tblVehicleEF	MCY	0.15	0.25
tblVehicleEF	MCY	19.93	19.76
tblVehicleEF	MCY	9.66	8.58
tblVehicleEF	MCY	164.88	207.31
tblVehicleEF	MCY	46.70	61.27
tblVehicleEF	MCY	1.13	1.13
tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	1.7160e-003	1.6670e-003
tblVehicleEF	MCY	3.4600e-003	2.9080e-003
tblVehicleEF	MCY	1.6070e-003	1.5620e-003
tblVehicleEF	MCY	3.2650e-003	2.7430e-003
tblVehicleEF	MCY	1.68	2.82
tblVehicleEF	MCY	0.86	0.79
tblVehicleEF	MCY	0.93	1.51
tblVehicleEF	MCY	2.17	2.17
tblVehicleEF	MCY	0.58	1.92
tblVehicleEF	MCY	2.09	1.86
tblVehicleEF	MCY	2.0370e-003	2.0520e-003
tblVehicleEF	MCY	6.8600e-004	6.0600e-004
tblVehicleEF	MCY	1.68	2.82
tblVehicleEF	MCY	0.86	0.79
tblVehicleEF	MCY	0.93	1.51
tblVehicleEF	MCY	2.66	2.66
tblVehicleEF	MCY	0.58	1.92
tblVehicleEF	MCY	2.27	2.02
tblVehicleEF	MCY	0.41	0.31
tblVehicleEF	MCY	0.14	0.22

tblVehicleEF	MCY	20.66	19.72
tblVehicleEF	MCY	9.11	7.89
tblVehicleEF	MCY	164.88	207.06
tblVehicleEF	MCY	46.70	59.40
tblVehicleEF	MCY	0.98	0.98
tblVehicleEF	MCY	0.29	0.25
tblVehicleEF	MCY	1.7160e-003	1.6670e-003
tblVehicleEF	MCY	3.4600e-003	2.9080e-003
tblVehicleEF	MCY	1.6070e-003	1.5620e-003
tblVehicleEF	MCY	3.2650e-003	2.7430e-003
tblVehicleEF	MCY	3.35	5.42
tblVehicleEF	MCY	1.25	1.08
tblVehicleEF	MCY	2.10	3.43
tblVehicleEF	MCY	2.15	2.12
tblVehicleEF	MCY	0.58	1.89
tblVehicleEF	MCY	1.87	1.63
tblVehicleEF	MCY	2.0470e-003	2.0490e-003
tblVehicleEF	MCY	6.7100e-004	5.8800e-004
tblVehicleEF	MCY	3.35	5.42
tblVehicleEF	MCY	1.25	1.08
tblVehicleEF	MCY	2.10	3.43
tblVehicleEF	MCY	2.63	2.60
tblVehicleEF	MCY	0.58	1.89
tblVehicleEF	MCY	2.03	1.77
tblVehicleEF	MCY	0.41	0.32
tblVehicleEF	MCY	0.15	0.24
tblVehicleEF	MCY	19.43	19.16
tblVehicleEF	MCY	9.60	8.36
tblVehicleEF	MCY	164.88	206.28
tblVehicleEF	MCY	46.70	60.77

tblVehicleEF	MCY	1.13	1.10
tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	1.7160e-003	1.6670e-003
tblVehicleEF	MCY	3.4600e-003	2.9080e-003
tblVehicleEF	MCY	1.6070e-003	1.5620e-003
tblVehicleEF	MCY	3.2650e-003	2.7430e-003
tblVehicleEF	MCY	1.60	3.24
tblVehicleEF	MCY	1.06	1.05
tblVehicleEF	MCY	0.75	1.52
tblVehicleEF	MCY	2.17	2.15
tblVehicleEF	MCY	0.66	2.19
tblVehicleEF	MCY	2.10	1.82
tblVehicleEF	MCY	2.0290e-003	2.0410e-003
tblVehicleEF	MCY	6.8600e-004	6.0100e-004
tblVehicleEF	MCY	1.60	3.24
tblVehicleEF	MCY	1.06	1.05
tblVehicleEF	MCY	0.75	1.52
tblVehicleEF	MCY	2.66	2.63
tblVehicleEF	MCY	0.66	2.19
tblVehicleEF	MCY	2.28	1.98
tblVehicleEF	MDV	0.01	6.2680e-003
tblVehicleEF	MDV	0.02	0.10
tblVehicleEF	MDV	1.58	1.28
tblVehicleEF	MDV	3.47	3.46
tblVehicleEF	MDV	501.88	430.06
tblVehicleEF	MDV	112.78	91.54
tblVehicleEF	MDV	0.19	0.13
tblVehicleEF	MDV	0.34	0.43
tblVehicleEF	MDV	1.7360e-003	1.6260e-003
tblVehicleEF	MDV	2.5110e-003	2.1290e-003

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tblVehicleEF	MDV	1.6010e-003	1.5010e-003
tblVehicleEF	MDV	2.3110e-003	1.9590e-003
tblVehicleEF	MDV	0.11	0.51
tblVehicleEF	MDV	0.21	0.17
tblVehicleEF	MDV	0.09	0.44
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.11	0.49
tblVehicleEF	MDV	0.27	0.49
tblVehicleEF	MDV	5.0330e-003	4.2520e-003
tblVehicleEF	MDV	1.1890e-003	9.0600e-004
tblVehicleEF	MDV	0.11	0.51
tblVehicleEF	MDV	0.21	0.17
tblVehicleEF	MDV	0.09	0.44
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.11	0.49
tblVehicleEF	MDV	0.30	0.54
tblVehicleEF	MDV	0.02	6.9690e-003
tblVehicleEF	MDV	0.02	0.09
tblVehicleEF	MDV	1.91	1.51
tblVehicleEF	MDV	3.08	2.90
tblVehicleEF	MDV	544.80	454.20
tblVehicleEF	MDV	112.78	90.40
tblVehicleEF	MDV	0.18	0.12
tblVehicleEF	MDV	0.33	0.40
tblVehicleEF	MDV	1.7360e-003	1.6260e-003
tblVehicleEF	MDV	2.5110e-003	2.1290e-003
tblVehicleEF	MDV	1.6010e-003	1.5010e-003
tblVehicleEF	MDV	2.3110e-003	1.9590e-003
tblVehicleEF	MDV	0.22	0.95
tblVehicleEF	MDV	0.24	0.19

tblVehicleEF	MDV	0.17	0.82
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.11	0.48
tblVehicleEF	MDV	0.24	0.42
tblVehicleEF	MDV	5.4670e-003	4.4910e-003
tblVehicleEF	MDV	1.1820e-003	8.9500e-004
tblVehicleEF	MDV	0.22	0.95
tblVehicleEF	MDV	0.24	0.19
tblVehicleEF	MDV	0.17	0.82
tblVehicleEF	MDV	0.06	0.04
tblVehicleEF	MDV	0.11	0.48
tblVehicleEF	MDV	0.26	0.46
tblVehicleEF	MDV	0.01	6.1580e-003
tblVehicleEF	MDV	0.02	0.10
tblVehicleEF	MDV	1.48	1.23
tblVehicleEF	MDV	3.54	3.44
tblVehicleEF	MDV	489.12	425.98
tblVehicleEF	MDV	112.78	91.50
tblVehicleEF	MDV	0.18	0.13
tblVehicleEF	MDV	0.34	0.42
tblVehicleEF	MDV	1.7360e-003	1.6260e-003
tblVehicleEF	MDV	2.5110e-003	2.1290e-003
tblVehicleEF	MDV	1.6010e-003	1.5010e-003
tblVehicleEF	MDV	2.3110e-003	1.9590e-003
tblVehicleEF	MDV	0.09	0.49
tblVehicleEF	MDV	0.22	0.18
tblVehicleEF	MDV	0.08	0.45
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.13	0.56
tblVehicleEF	MDV	0.28	0.49

tbIVehicleEF	MDV	4.9040e-003	4.2120e-003
tbIVehicleEF	MDV	1.1910e-003	9.0500e-004
tbIVehicleEF	MDV	0.09	0.49
tbIVehicleEF	MDV	0.22	0.18
tbIVehicleEF	MDV	0.08	0.45
tbIVehicleEF	MDV	0.05	0.04
tbIVehicleEF	MDV	0.13	0.56
tbIVehicleEF	MDV	0.31	0.54
tbIVehicleEF	MH	0.03	0.01
tbIVehicleEF	MH	0.03	0.02
tbIVehicleEF	MH	3.14	1.60
tbIVehicleEF	MH	6.37	2.20
tbIVehicleEF	MH	1,005.77	1,483.02
tbIVehicleEF	MH	58.82	19.22
tbIVehicleEF	MH	1.76	1.66
tbIVehicleEF	MH	0.89	0.23
tbIVehicleEF	MH	0.13	0.13
tbIVehicleEF	MH	0.01	0.01
tbIVehicleEF	MH	0.05	0.04
tbIVehicleEF	MH	1.2480e-003	2.7100e-004
tbIVehicleEF	MH	3.2450e-003	3.2810e-003
tbIVehicleEF	MH	0.04	0.04
tbIVehicleEF	MH	1.1520e-003	2.4900e-004
tbIVehicleEF	MH	1.64	0.12
tbIVehicleEF	MH	0.09	0.07
tbIVehicleEF	MH	0.56	0.04
tbIVehicleEF	MH	0.11	0.07
tbIVehicleEF	MH	0.03	1.55
tbIVehicleEF	MH	0.39	0.10
tbIVehicleEF	MH	9.9900e-003	0.01

tblVehicleEF	MH	7.0000e-004	1.9000e-004
tblVehicleEF	MH	1.64	0.12
tblVehicleEF	MH	0.09	0.07
tblVehicleEF	MH	0.56	0.04
tblVehicleEF	MH	0.15	0.09
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.42	0.11
tblVehicleEF	MH	0.03	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.24	1.64
tblVehicleEF	MH	5.95	2.05
tblVehicleEF	MH	1,005.77	1,483.09
tblVehicleEF	MH	58.82	18.96
tblVehicleEF	MH	1.63	1.54
tblVehicleEF	MH	0.86	0.22
tblVehicleEF	MH	0.13	0.13
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.05	0.04
tblVehicleEF	MH	1.2480e-003	2.7100e-004
tblVehicleEF	MH	3.2450e-003	3.2810e-003
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.1520e-003	2.4900e-004
tblVehicleEF	MH	3.01	0.21
tblVehicleEF	MH	0.10	0.08
tblVehicleEF	MH	1.11	0.08
tblVehicleEF	MH	0.11	0.07
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.37	0.10
tblVehicleEF	MH	9.9910e-003	0.01
tblVehicleEF	MH	6.9300e-004	1.8800e-004

tbIVehicleEF	MH	3.01	0.21
tbIVehicleEF	MH	0.10	0.08
tbIVehicleEF	MH	1.11	0.08
tbIVehicleEF	MH	0.15	0.09
tbIVehicleEF	MH	0.03	1.55
tbIVehicleEF	MH	0.40	0.11
tbIVehicleEF	MH	0.03	0.01
tbIVehicleEF	MH	0.03	0.02
tbIVehicleEF	MH	3.12	1.60
tbIVehicleEF	MH	6.40	2.20
tbIVehicleEF	MH	1,005.77	1,483.02
tbIVehicleEF	MH	58.82	19.21
tbIVehicleEF	MH	1.74	1.62
tbIVehicleEF	MH	0.89	0.23
tbIVehicleEF	MH	0.13	0.13
tbIVehicleEF	MH	0.01	0.01
tbIVehicleEF	MH	0.05	0.04
tbIVehicleEF	MH	1.2480e-003	2.7100e-004
tbIVehicleEF	MH	3.2450e-003	3.2810e-003
tbIVehicleEF	MH	0.04	0.04
tbIVehicleEF	MH	1.1520e-003	2.4900e-004
tbIVehicleEF	MH	1.67	0.14
tbIVehicleEF	MH	0.11	0.09
tbIVehicleEF	MH	0.55	0.05
tbIVehicleEF	MH	0.11	0.07
tbIVehicleEF	MH	0.03	1.64
tbIVehicleEF	MH	0.39	0.10
tbIVehicleEF	MH	9.9890e-003	0.01
tbIVehicleEF	MH	7.0000e-004	1.9000e-004
tbIVehicleEF	MH	1.67	0.14

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tbIVehicleEF	MH	0.11	0.09
tbIVehicleEF	MH	0.55	0.05
tbIVehicleEF	MH	0.15	0.09
tbIVehicleEF	MH	0.03	1.64
tbIVehicleEF	MH	0.42	0.11
tbIVehicleEF	MHD	0.02	0.02
tbIVehicleEF	MHD	6.1240e-003	7.1090e-003
tbIVehicleEF	MHD	0.06	2.7490e-003
tbIVehicleEF	MHD	0.43	3.13
tbIVehicleEF	MHD	0.47	0.63
tbIVehicleEF	MHD	6.54	0.33
tbIVehicleEF	MHD	156.54	823.90
tbIVehicleEF	MHD	1,067.94	996.67
tbIVehicleEF	MHD	55.18	2.67
tbIVehicleEF	MHD	1.06	8.54
tbIVehicleEF	MHD	1.70	3.03
tbIVehicleEF	MHD	11.65	1.14
tbIVehicleEF	MHD	3.7720e-003	0.03
tbIVehicleEF	MHD	0.06	0.10
tbIVehicleEF	MHD	8.1800e-004	3.3000e-005
tbIVehicleEF	MHD	3.6080e-003	0.03
tbIVehicleEF	MHD	0.05	0.10
tbIVehicleEF	MHD	7.5200e-004	3.0000e-005
tbIVehicleEF	MHD	1.8750e-003	3.9160e-003
tbIVehicleEF	MHD	0.05	6.3490e-003
tbIVehicleEF	MHD	0.03	0.19
tbIVehicleEF	MHD	9.0500e-004	2.0170e-003
tbIVehicleEF	MHD	0.07	0.14
tbIVehicleEF	MHD	0.02	0.03
tbIVehicleEF	MHD	0.40	0.02

tblVehicleEF	MHD	1.5050e-003	7.8000e-003
tblVehicleEF	MHD	0.01	9.4650e-003
tblVehicleEF	MHD	6.6700e-004	2.6000e-005
tblVehicleEF	MHD	1.8750e-003	3.9160e-003
tblVehicleEF	MHD	0.05	6.3490e-003
tblVehicleEF	MHD	0.05	0.24
tblVehicleEF	MHD	9.0500e-004	2.0170e-003
tblVehicleEF	MHD	0.08	0.16
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.44	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	6.1890e-003	7.1350e-003
tblVehicleEF	MHD	0.06	2.6400e-003
tblVehicleEF	MHD	0.31	2.59
tblVehicleEF	MHD	0.47	0.63
tblVehicleEF	MHD	6.24	0.32
tblVehicleEF	MHD	165.81	844.30
tblVehicleEF	MHD	1,067.94	996.68
tblVehicleEF	MHD	55.18	2.63
tblVehicleEF	MHD	1.10	8.69
tblVehicleEF	MHD	1.60	2.86
tblVehicleEF	MHD	11.62	1.14
tblVehicleEF	MHD	3.1790e-003	0.03
tblVehicleEF	MHD	0.06	0.10
tblVehicleEF	MHD	8.1800e-004	3.3000e-005
tblVehicleEF	MHD	3.0420e-003	0.03
tblVehicleEF	MHD	0.05	0.10
tblVehicleEF	MHD	7.5200e-004	3.0000e-005
tblVehicleEF	MHD	3.6340e-003	7.0900e-003
tblVehicleEF	MHD	0.06	7.2690e-003

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview

tblVehicleEF	MHD	0.03	0.18
tblVehicleEF	MHD	1.7950e-003	4.0620e-003
tblVehicleEF	MHD	0.07	0.14
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.38	0.01
tblVehicleEF	MHD	1.5920e-003	7.9940e-003
tblVehicleEF	MHD	0.01	9.4650e-003
tblVehicleEF	MHD	6.6100e-004	2.6000e-005
tblVehicleEF	MHD	3.6340e-003	7.0900e-003
tblVehicleEF	MHD	0.06	7.2690e-003
tblVehicleEF	MHD	0.04	0.23
tblVehicleEF	MHD	1.7950e-003	4.0620e-003
tblVehicleEF	MHD	0.08	0.16
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.42	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	6.0850e-003	7.1100e-003
tblVehicleEF	MHD	0.06	2.7240e-003
tblVehicleEF	MHD	0.60	3.87
tblVehicleEF	MHD	0.47	0.63
tblVehicleEF	MHD	6.63	0.33
tblVehicleEF	MHD	143.73	795.71
tblVehicleEF	MHD	1,067.94	996.67
tblVehicleEF	MHD	55.18	2.66
tblVehicleEF	MHD	1.01	8.32
tblVehicleEF	MHD	1.68	2.98
tblVehicleEF	MHD	11.66	1.14
tblVehicleEF	MHD	4.5890e-003	0.04
tblVehicleEF	MHD	0.06	0.10
tblVehicleEF	MHD	8.1800e-004	3.3000e-005

tbIVehicleEF	MHD	4.3910e-003	0.04
tbIVehicleEF	MHD	0.05	0.10
tbIVehicleEF	MHD	7.5200e-004	3.0000e-005
tbIVehicleEF	MHD	1.4650e-003	4.2490e-003
tbIVehicleEF	MHD	0.05	7.1500e-003
tbIVehicleEF	MHD	0.04	0.20
tbIVehicleEF	MHD	7.2400e-004	2.1530e-003
tbIVehicleEF	MHD	0.07	0.14
tbIVehicleEF	MHD	0.02	0.04
tbIVehicleEF	MHD	0.40	0.02
tbIVehicleEF	MHD	1.3840e-003	7.5330e-003
tbIVehicleEF	MHD	0.01	9.4650e-003
tbIVehicleEF	MHD	6.6800e-004	2.6000e-005
tbIVehicleEF	MHD	1.4650e-003	4.2490e-003
tbIVehicleEF	MHD	0.05	7.1500e-003
tbIVehicleEF	MHD	0.05	0.26
tbIVehicleEF	MHD	7.2400e-004	2.1530e-003
tbIVehicleEF	MHD	0.08	0.16
tbIVehicleEF	MHD	0.02	0.04
tbIVehicleEF	MHD	0.44	0.02
tbIVehicleEF	OBUS	0.01	0.13
tbIVehicleEF	OBUS	9.4560e-003	0.01
tbIVehicleEF	OBUS	0.03	0.02
tbIVehicleEF	OBUS	0.28	8.94
tbIVehicleEF	OBUS	0.63	1.34
tbIVehicleEF	OBUS	6.57	1.84
tbIVehicleEF	OBUS	74.57	1,486.15
tbIVehicleEF	OBUS	1,103.17	1,428.64
tbIVehicleEF	OBUS	70.73	14.20
tbIVehicleEF	OBUS	0.39	11.29

tbIVehicleEF	OBUS	1.35	2.46
tbIVehicleEF	OBUS	2.21	0.77
tbIVehicleEF	OBUS	1.7700e-004	0.06
tbIVehicleEF	OBUS	0.13	0.13
tbIVehicleEF	OBUS	7.1510e-003	0.06
tbIVehicleEF	OBUS	8.2800e-004	1.4300e-004
tbIVehicleEF	OBUS	1.6900e-004	0.05
tbIVehicleEF	OBUS	0.06	0.06
tbIVehicleEF	OBUS	6.8270e-003	0.06
tbIVehicleEF	OBUS	7.6200e-004	1.3200e-004
tbIVehicleEF	OBUS	2.2350e-003	0.03
tbIVehicleEF	OBUS	0.02	0.02
tbIVehicleEF	OBUS	0.04	1.00
tbIVehicleEF	OBUS	9.4600e-004	0.01
tbIVehicleEF	OBUS	0.04	0.13
tbIVehicleEF	OBUS	0.05	0.18
tbIVehicleEF	OBUS	0.41	0.09
tbIVehicleEF	OBUS	7.2400e-004	0.01
tbIVehicleEF	OBUS	0.01	0.01
tbIVehicleEF	OBUS	8.2300e-004	1.4100e-004
tbIVehicleEF	OBUS	2.2350e-003	0.03
tbIVehicleEF	OBUS	0.02	0.02
tbIVehicleEF	OBUS	0.05	1.26
tbIVehicleEF	OBUS	9.4600e-004	0.01
tbIVehicleEF	OBUS	0.06	0.16
tbIVehicleEF	OBUS	0.05	0.18
tbIVehicleEF	OBUS	0.45	0.10
tbIVehicleEF	OBUS	0.01	0.13
tbIVehicleEF	OBUS	9.6420e-003	0.01
tbIVehicleEF	OBUS	0.03	0.02

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview

tblVehicleEF	OBUS	0.26	8.33
tblVehicleEF	OBUS	0.65	1.36
tblVehicleEF	OBUS	6.15	1.71
tblVehicleEF	OBUS	77.97	1,506.30
tblVehicleEF	OBUS	1,103.17	1,428.68
tblVehicleEF	OBUS	70.73	13.98
tblVehicleEF	OBUS	0.40	11.40
tblVehicleEF	OBUS	1.26	2.30
tblVehicleEF	OBUS	2.17	0.77
tblVehicleEF	OBUS	1.4900e-004	0.05
tblVehicleEF	OBUS	0.13	0.13
tblVehicleEF	OBUS	7.1510e-003	0.06
tblVehicleEF	OBUS	8.2800e-004	1.4300e-004
tblVehicleEF	OBUS	1.4300e-004	0.05
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	6.8270e-003	0.06
tblVehicleEF	OBUS	7.6200e-004	1.3200e-004
tblVehicleEF	OBUS	4.1760e-003	0.06
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	0.99
tblVehicleEF	OBUS	1.8320e-003	0.03
tblVehicleEF	OBUS	0.04	0.13
tblVehicleEF	OBUS	0.05	0.18
tblVehicleEF	OBUS	0.39	0.09
tblVehicleEF	OBUS	7.5600e-004	0.01
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	8.1600e-004	1.3800e-004
tblVehicleEF	OBUS	4.1760e-003	0.06
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	1.25

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview

tbIVehicleEF	OBUS	1.8320e-003	0.03
tbIVehicleEF	OBUS	0.06	0.16
tbIVehicleEF	OBUS	0.05	0.18
tbIVehicleEF	OBUS	0.43	0.09
tbIVehicleEF	OBUS	0.01	0.13
tbIVehicleEF	OBUS	9.4220e-003	0.01
tbIVehicleEF	OBUS	0.03	0.02
tbIVehicleEF	OBUS	0.29	9.79
tbIVehicleEF	OBUS	0.63	1.34
tbIVehicleEF	OBUS	6.63	1.83
tbIVehicleEF	OBUS	69.87	1,458.33
tbIVehicleEF	OBUS	1,103.17	1,428.64
tbIVehicleEF	OBUS	70.73	14.19
tbIVehicleEF	OBUS	0.37	11.14
tbIVehicleEF	OBUS	1.34	2.41
tbIVehicleEF	OBUS	2.21	0.77
tbIVehicleEF	OBUS	2.1500e-004	0.07
tbIVehicleEF	OBUS	0.13	0.13
tbIVehicleEF	OBUS	7.1510e-003	0.06
tbIVehicleEF	OBUS	8.2800e-004	1.4300e-004
tbIVehicleEF	OBUS	2.0600e-004	0.07
tbIVehicleEF	OBUS	0.06	0.06
tbIVehicleEF	OBUS	6.8270e-003	0.06
tbIVehicleEF	OBUS	7.6200e-004	1.3200e-004
tbIVehicleEF	OBUS	1.9540e-003	0.04
tbIVehicleEF	OBUS	0.02	0.02
tbIVehicleEF	OBUS	0.04	1.01
tbIVehicleEF	OBUS	8.7300e-004	0.02
tbIVehicleEF	OBUS	0.04	0.13
tbIVehicleEF	OBUS	0.05	0.19

tbIVehicleEF	OBUS	0.42	0.09
tbIVehicleEF	OBUS	6.7900e-004	0.01
tbIVehicleEF	OBUS	0.01	0.01
tbIVehicleEF	OBUS	8.2400e-004	1.4000e-004
tbIVehicleEF	OBUS	1.9540e-003	0.04
tbIVehicleEF	OBUS	0.02	0.02
tbIVehicleEF	OBUS	0.05	1.27
tbIVehicleEF	OBUS	8.7300e-004	0.02
tbIVehicleEF	OBUS	0.06	0.16
tbIVehicleEF	OBUS	0.05	0.19
tbIVehicleEF	OBUS	0.45	0.10
tbIVehicleEF	SBUS	0.85	0.86
tbIVehicleEF	SBUS	0.01	7.4070e-003
tbIVehicleEF	SBUS	0.06	0.02
tbIVehicleEF	SBUS	7.81	32.73
tbIVehicleEF	SBUS	0.66	0.61
tbIVehicleEF	SBUS	6.73	2.74
tbIVehicleEF	SBUS	1,154.91	3,383.64
tbIVehicleEF	SBUS	1,108.94	1,127.26
tbIVehicleEF	SBUS	53.24	17.35
tbIVehicleEF	SBUS	10.58	31.49
tbIVehicleEF	SBUS	4.99	4.99
tbIVehicleEF	SBUS	12.59	0.58
tbIVehicleEF	SBUS	0.01	0.04
tbIVehicleEF	SBUS	0.74	0.74
tbIVehicleEF	SBUS	0.01	0.01
tbIVehicleEF	SBUS	0.03	0.03
tbIVehicleEF	SBUS	4.4200e-004	1.0400e-004
tbIVehicleEF	SBUS	0.01	0.04
tbIVehicleEF	SBUS	0.32	0.32

tbIVehicleEF	SBUS	2.7000e-003	2.6420e-003
tbIVehicleEF	SBUS	0.03	0.03
tbIVehicleEF	SBUS	4.0600e-004	9.6000e-005
tbIVehicleEF	SBUS	4.5410e-003	0.01
tbIVehicleEF	SBUS	0.03	0.02
tbIVehicleEF	SBUS	0.94	4.00
tbIVehicleEF	SBUS	2.0600e-003	6.2980e-003
tbIVehicleEF	SBUS	0.11	0.10
tbIVehicleEF	SBUS	0.02	0.14
tbIVehicleEF	SBUS	0.37	0.11
tbIVehicleEF	SBUS	0.01	0.03
tbIVehicleEF	SBUS	0.01	0.01
tbIVehicleEF	SBUS	6.4900e-004	1.7200e-004
tbIVehicleEF	SBUS	4.5410e-003	0.01
tbIVehicleEF	SBUS	0.03	0.02
tbIVehicleEF	SBUS	1.35	5.77
tbIVehicleEF	SBUS	2.0600e-003	6.2980e-003
tbIVehicleEF	SBUS	0.13	0.12
tbIVehicleEF	SBUS	0.02	0.14
tbIVehicleEF	SBUS	0.40	0.13
tbIVehicleEF	SBUS	0.85	0.86
tbIVehicleEF	SBUS	0.01	7.5000e-003
tbIVehicleEF	SBUS	0.05	0.02
tbIVehicleEF	SBUS	7.67	32.36
tbIVehicleEF	SBUS	0.67	0.62
tbIVehicleEF	SBUS	4.88	1.97
tbIVehicleEF	SBUS	1,207.92	3,480.26
tbIVehicleEF	SBUS	1,108.94	1,127.28
tbIVehicleEF	SBUS	53.24	16.06
tbIVehicleEF	SBUS	10.92	32.36

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview

tbIVehicleEF	SBUS	4.69	4.70
tbIVehicleEF	SBUS	12.56	0.57
tbIVehicleEF	SBUS	0.01	0.03
tbIVehicleEF	SBUS	0.74	0.74
tbIVehicleEF	SBUS	0.01	0.01
tbIVehicleEF	SBUS	0.03	0.03
tbIVehicleEF	SBUS	4.4200e-004	1.0400e-004
tbIVehicleEF	SBUS	9.8070e-003	0.03
tbIVehicleEF	SBUS	0.32	0.32
tbIVehicleEF	SBUS	2.7000e-003	2.6420e-003
tbIVehicleEF	SBUS	0.03	0.03
tbIVehicleEF	SBUS	4.0600e-004	9.6000e-005
tbIVehicleEF	SBUS	8.2250e-003	0.02
tbIVehicleEF	SBUS	0.03	0.02
tbIVehicleEF	SBUS	0.93	3.99
tbIVehicleEF	SBUS	3.8990e-003	0.01
tbIVehicleEF	SBUS	0.11	0.10
tbIVehicleEF	SBUS	0.01	0.13
tbIVehicleEF	SBUS	0.31	0.10
tbIVehicleEF	SBUS	0.01	0.03
tbIVehicleEF	SBUS	0.01	0.01
tbIVehicleEF	SBUS	6.1800e-004	1.5900e-004
tbIVehicleEF	SBUS	8.2250e-003	0.02
tbIVehicleEF	SBUS	0.03	0.02
tbIVehicleEF	SBUS	1.35	5.77
tbIVehicleEF	SBUS	3.8990e-003	0.01
tbIVehicleEF	SBUS	0.13	0.12
tbIVehicleEF	SBUS	0.01	0.13
tbIVehicleEF	SBUS	0.34	0.10
tbIVehicleEF	SBUS	0.85	0.86

tbIVehicleEF	SBUS	0.01	7.4050e-003
tbIVehicleEF	SBUS	0.07	0.02
tbIVehicleEF	SBUS	7.99	33.23
tbIVehicleEF	SBUS	0.66	0.61
tbIVehicleEF	SBUS	7.09	2.80
tbIVehicleEF	SBUS	1,081.70	3,250.22
tbIVehicleEF	SBUS	1,108.94	1,127.26
tbIVehicleEF	SBUS	53.24	17.45
tbIVehicleEF	SBUS	10.11	30.29
tbIVehicleEF	SBUS	4.94	4.92
tbIVehicleEF	SBUS	12.59	0.58
tbIVehicleEF	SBUS	0.01	0.05
tbIVehicleEF	SBUS	0.74	0.74
tbIVehicleEF	SBUS	0.01	0.01
tbIVehicleEF	SBUS	0.03	0.03
tbIVehicleEF	SBUS	4.4200e-004	1.0400e-004
tbIVehicleEF	SBUS	0.01	0.04
tbIVehicleEF	SBUS	0.32	0.32
tbIVehicleEF	SBUS	2.7000e-003	2.6420e-003
tbIVehicleEF	SBUS	0.03	0.03
tbIVehicleEF	SBUS	4.0600e-004	9.6000e-005
tbIVehicleEF	SBUS	4.1410e-003	0.01
tbIVehicleEF	SBUS	0.03	0.02
tbIVehicleEF	SBUS	0.94	4.01
tbIVehicleEF	SBUS	1.9980e-003	6.5450e-003
tbIVehicleEF	SBUS	0.11	0.10
tbIVehicleEF	SBUS	0.02	0.17
tbIVehicleEF	SBUS	0.38	0.12
tbIVehicleEF	SBUS	0.01	0.03
tbIVehicleEF	SBUS	0.01	0.01

tbIVehicleEF	SBUS	6.5500e-004	1.7300e-004
tbIVehicleEF	SBUS	4.1410e-003	0.01
tbIVehicleEF	SBUS	0.03	0.02
tbIVehicleEF	SBUS	1.35	5.78
tbIVehicleEF	SBUS	1.9980e-003	6.5450e-003
tbIVehicleEF	SBUS	0.13	0.12
tbIVehicleEF	SBUS	0.02	0.17
tbIVehicleEF	SBUS	0.42	0.13
tbIVehicleEF	UBUS	1.60	3.04
tbIVehicleEF	UBUS	0.09	0.02
tbIVehicleEF	UBUS	10.35	23.58
tbIVehicleEF	UBUS	16.43	2.03
tbIVehicleEF	UBUS	1,836.48	1,641.57
tbIVehicleEF	UBUS	155.92	24.35
tbIVehicleEF	UBUS	5.46	0.30
tbIVehicleEF	UBUS	12.53	0.24
tbIVehicleEF	UBUS	0.50	0.09
tbIVehicleEF	UBUS	0.01	0.02
tbIVehicleEF	UBUS	0.06	2.1590e-003
tbIVehicleEF	UBUS	1.6630e-003	2.1700e-004
tbIVehicleEF	UBUS	0.21	0.04
tbIVehicleEF	UBUS	3.0000e-003	5.0570e-003
tbIVehicleEF	UBUS	0.06	2.0460e-003
tbIVehicleEF	UBUS	1.5380e-003	1.9900e-004
tbIVehicleEF	UBUS	0.01	5.5670e-003
tbIVehicleEF	UBUS	0.13	0.01
tbIVehicleEF	UBUS	5.4970e-003	3.2120e-003
tbIVehicleEF	UBUS	0.64	0.05
tbIVehicleEF	UBUS	0.03	0.05
tbIVehicleEF	UBUS	1.28	0.09

tblVehicleEF	UBUS	0.01	6.3860e-003
tblVehicleEF	UBUS	1.8570e-003	2.4100e-004
tblVehicleEF	UBUS	0.01	5.5670e-003
tblVehicleEF	UBUS	0.13	0.01
tblVehicleEF	UBUS	5.4970e-003	3.2120e-003
tblVehicleEF	UBUS	2.30	3.11
tblVehicleEF	UBUS	0.03	0.05
tblVehicleEF	UBUS	1.40	0.10
tblVehicleEF	UBUS	1.61	3.04
tblVehicleEF	UBUS	0.09	0.02
tblVehicleEF	UBUS	10.64	23.58
tblVehicleEF	UBUS	14.18	1.72
tblVehicleEF	UBUS	1,836.48	1,641.57
tblVehicleEF	UBUS	155.92	23.84
tblVehicleEF	UBUS	5.09	0.29
tblVehicleEF	UBUS	12.44	0.23
tblVehicleEF	UBUS	0.50	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.06	2.1590e-003
tblVehicleEF	UBUS	1.6630e-003	2.1700e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.0570e-003
tblVehicleEF	UBUS	0.06	2.0460e-003
tblVehicleEF	UBUS	1.5380e-003	1.9900e-004
tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	0.17	0.01
tblVehicleEF	UBUS	0.01	6.7530e-003
tblVehicleEF	UBUS	0.65	0.05
tblVehicleEF	UBUS	0.03	0.05
tblVehicleEF	UBUS	1.17	0.09

tbIVehicleEF	UBUS	0.01	6.3870e-003
tbIVehicleEF	UBUS	1.8170e-003	2.3600e-004
tbIVehicleEF	UBUS	0.02	0.01
tbIVehicleEF	UBUS	0.17	0.01
tbIVehicleEF	UBUS	0.01	6.7530e-003
tbIVehicleEF	UBUS	2.31	3.11
tbIVehicleEF	UBUS	0.03	0.05
tbIVehicleEF	UBUS	1.28	0.09
tbIVehicleEF	UBUS	1.60	3.04
tbIVehicleEF	UBUS	0.10	0.02
tbIVehicleEF	UBUS	10.37	23.58
tbIVehicleEF	UBUS	16.61	2.01
tbIVehicleEF	UBUS	1,836.48	1,641.57
tbIVehicleEF	UBUS	155.92	24.32
tbIVehicleEF	UBUS	5.42	0.29
tbIVehicleEF	UBUS	12.54	0.24
tbIVehicleEF	UBUS	0.50	0.09
tbIVehicleEF	UBUS	0.01	0.02
tbIVehicleEF	UBUS	0.06	2.1590e-003
tbIVehicleEF	UBUS	1.6630e-003	2.1700e-004
tbIVehicleEF	UBUS	0.21	0.04
tbIVehicleEF	UBUS	3.0000e-003	5.0570e-003
tbIVehicleEF	UBUS	0.06	2.0460e-003
tbIVehicleEF	UBUS	1.5380e-003	1.9900e-004
tbIVehicleEF	UBUS	0.01	6.0360e-003
tbIVehicleEF	UBUS	0.16	0.01
tbIVehicleEF	UBUS	4.7660e-003	3.4290e-003
tbIVehicleEF	UBUS	0.64	0.05
tbIVehicleEF	UBUS	0.03	0.06
tbIVehicleEF	UBUS	1.29	0.09

tbIVehicleEF	UBUS	0.01	6.3860e-003
tbIVehicleEF	UBUS	1.8600e-003	2.4100e-004
tbIVehicleEF	UBUS	0.01	6.0360e-003
tbIVehicleEF	UBUS	0.16	0.01
tbIVehicleEF	UBUS	4.7660e-003	3.4290e-003
tbIVehicleEF	UBUS	2.30	3.11
tbIVehicleEF	UBUS	0.03	0.06
tbIVehicleEF	UBUS	1.42	0.10
tbIVehicleTrips	ST_TR	1.68	1.40
tbIVehicleTrips	SU_TR	1.68	1.40
tbIVehicleTrips	WD_TR	1.68	1.40

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Area	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004			0.1868
Energy	0.0480	0.4362	0.3664	2.6200e-003		0.0332	0.0332		0.0332	0.0332		523.4488	523.4488	0.0100	9.6000e-003		526.5594
Mobile	9.5976	110.6659	80.2425	0.3259	11.0515	1.2325	12.2840	3.0459	1.1783	4.2243		34,401.1075	34,401.1075	0.8143			34,421.4651
Offroad	1.1521	10.3800	9.4421	0.0122		0.7733	0.7733		0.7115	0.7115		1,184.2466	1,184.2466	0.3830			1,193.8219
Stationary	14.7676	57.7926	37.6594	0.0710		2.1727	2.1727		2.1727	2.1727		7,555.6271	7,555.6271	1.0593			7,582.1097
Total	43.4448	179.2755	127.7926	0.4117	11.0515	4.2119	15.2634	3.0459	4.0959	7.1418		43,664.6051	43,664.6051	2.2671	9.6000e-003		43,724.1430

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868
Energy	0.0338	0.3073	0.2581	1.8400e-003		0.0234	0.0234		0.0234	0.0234		368.7349	368.7349	7.0700e-003	6.7600e-003	370.9261
Mobile	9.4568	107.4600	78.5074	0.3120	10.3863	1.1652	11.5514	2.8626	1.1139	3.9765		32,937.5316	32,937.5316	0.7831		32,957.1087
Offroad	1.1521	10.3800	9.4421	0.0122		0.7733	0.7733		0.7115	0.7115		1,184.2466	1,184.2466	0.3830		1,193.8219
Stationary	14.7676	57.7926	37.6594	0.0710		2.1727	2.1727		2.1727	2.1727		7,555.6271	7,555.6271	1.0593		7,582.1097
Total	43.2899	175.9407	125.9492	0.3970	10.3863	4.1348	14.5210	2.8626	4.0217	6.8843		42,046.3153	42,046.3153	2.2329	6.7600e-003	42,104.1532

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.36	1.86	1.44	3.56	6.02	1.83	4.86	6.02	1.81	3.61	0.00	3.71	3.71	1.51	29.58	3.71

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

- Improve Pedestrian Network
- Implement Trip Reduction Program
- Market Commute Trip Reduction Option
- Employee Vanpool/Shuttle
- Provide Riade Sharing Program

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					

Mitigated	9.4568	107.4600	78.5074	0.3120	10.3863	1.1652	11.5514	2.8626	1.1139	3.9765		32,937.53	32,937.531	0.7831		32,957.10
												16	6			87
Unmitigated	9.5976	110.6659	80.2425	0.3259	11.0515	1.2325	12.2840	3.0459	1.1783	4.2243		34,401.10	34,401.107	0.8143		34,421.46
												75	5			51

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Unrefrigerated Warehouse-No Rail	280.00	280.00	280.00	1,200,001	1,127,768
Unrefrigerated Warehouse-No Rail	840.00	840.00	840.00	3,600,002	3,383,305
Total	1,120.00	1,120.00	1,120.00	4,800,003	4,511,073

4.3 Trip Type Information

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-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Unrefrigerated Warehouse-No Rail	0.088364	0.038449	0.184390	0.122109	0.017402	0.064400	0.131700	0.343900	0.001365	0.001213	0.004629	0.000959	0.001120

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0338	0.3073	0.2581	1.8400e-003		0.0234	0.0234		0.0234	0.0234		368.7349	368.7349	7.0700e-003	6.7600e-003	370.9261
NaturalGas Unmitigated	0.0480	0.4362	0.3664	2.6200e-003		0.0332	0.0332		0.0332	0.0332		523.4488	523.4488	0.0100	9.6000e-003	526.5594

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Unrefrigerated Warehouse-No	1112.33	0.0120	0.1091	0.0916	6.5000e-004		8.2900e-003	8.2900e-003		8.2900e-003	8.2900e-003		130.8622	130.8622	2.5100e-003	2.4000e-003	131.6399
Unrefrigerated Warehouse-No	3336.99	0.0360	0.3272	0.2748	1.9600e-003		0.0249	0.0249		0.0249	0.0249		392.5866	392.5866	7.5200e-003	7.2000e-003	394.9196
Total		0.0480	0.4362	0.3664	2.6100e-003		0.0332	0.0332		0.0332	0.0332		523.4488	523.4488	0.0100	9.6000e-003	526.5594

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					

Unrefrigerated Warehouse-No	0.783562	8.4500e-003	0.0768	0.0645	4.6000e-004		5.8400e-003	5.8400e-003		5.8400e-003	5.8400e-003		92.1837	92.1837	1.7700e-003	1.6900e-003	92.7315
Unrefrigerated Warehouse-No	2.35068	0.0254	0.2305	0.1936	1.3800e-003		0.0175	0.0175		0.0175	0.0175		276.5512	276.5512	5.3000e-003	5.0700e-003	278.1946
Total		0.0338	0.3073	0.2581	1.8400e-003		0.0234	0.0234		0.0234	0.0234		368.7349	368.7349	7.0700e-003	6.7600e-003	370.9261

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Mitigated	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004			0.1868
Unmitigated	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004			0.1868

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.0318					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	15.8400					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000

Landscaping	7.7300e-003	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868
Total	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.0318					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	15.8400					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.7300e-003	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868
Total	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868

7.0 Water Detail

7.1 Mitigation Measures Water

- Install Low Flow Bathroom Faucet
- Install Low Flow Kitchen Faucet
- Install Low Flow Toilet
- Install Low Flow Shower
- Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

- Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Forklifts	8	8.00	260	89	0.20	Electrical

UnMitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day										lb/day					
Forklifts	1.1521	10.3800	9.4421	0.0122		0.7733	0.7733		0.7115	0.7115		1,184.2466	1,184.2466	0.3830		1,193.8219
Total	1.1521	10.3800	9.4421	0.0122		0.7733	0.7733		0.7115	0.7115		1,184.2466	1,184.2466	0.3830		1,193.8219

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Fire Pump	2	3	100	500	0.73	Diesel
Emergency Generator	2	3	100	1000	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day										lb/day					
Emergency Generator - Diesel (750 - 9000 HP)	9.8451	44.0325	25.1062	0.0473		1.4484	1.4484		1.4484	1.4484		5,037.0847	5,037.0847	0.7062		5,054.7398
Fire Pump - Diesel (300 - 600 HP)	4.9226	13.7602	12.5531	0.0237		0.7242	0.7242		0.7242	0.7242		2,518.5424	2,518.5424	0.3531		2,527.3699
Total	14.7676	57.7926	37.6594	0.0710		2.1727	2.1727		2.1727	2.1727		7,555.6271	7,555.6271	1.0593		7,582.1097

11.0 Vegetation

HFCP - Proposed Project - Logistics ITE10th Rates - Riverside-South Coast County, Winter

**HFCP - Proposed Project - Logistics ITE10th Rates
Riverside-South Coast County, Winter**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	200.00	1000sqft	4.59	200,000.00	0
Unrefrigerated Warehouse-No Rail	600.00	1000sqft	13.77	600,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.4	Precipitation Freq (Days)	28
Climate Zone	10	Operational Year	2020		
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

- Project Characteristics -
- Land Use -
- Construction Phase - operational only run
- Vehicle Trips - ITE 10th Trip Rates
- Energy Use -
- Mobile Land Use Mitigation -
- Mobile Commute Mitigation - Trip reduction program, transit incentives, shuttles, ride sharing per MM AQ-5
- Area Mitigation -

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Energy Mitigation - Reduced energy per updated Title 24, MM AQ-4 Energy Star Appliances, MM AQ-9 LEED

Water Mitigation -

Waste Mitigation - MM AQ-8 Solid Waste Diversion

Fleet Mix - Per DEIR, fleet mix, HHD = 34.39%, MHD = 13.17%, LDH2=6.44%, Passenger = 46%

Operational Off-Road Equipment - equipment

Stationary Sources - Emergency Generators and Fire Pumps -

Vehicle Emission Factors - Updated with EMFAC 2017

Vehicle Emission Factors - Updated with EMFAC 2017

Vehicle Emission Factors - Updated with EMFAC 2017

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblFleetMix	HHD	0.07	0.34
tblFleetMix	LDA	0.54	0.09
tblFleetMix	LHD2	5.3390e-003	0.06
tblFleetMix	MHD	0.02	0.13
tblOperationalOffRoadEquipment	OperFuelType	Diesel	Electrical
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	8.00
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	500.00
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	1,000.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	3.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	3.00
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	100.00
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	100.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	2.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	2.00
tblVehicleEF	HHD	1.50	0.22

tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.11	0.00
tblVehicleEF	HHD	3.46	57.15
tblVehicleEF	HHD	0.46	0.49
tblVehicleEF	HHD	1.51	1.5810e-003
tblVehicleEF	HHD	6,555.40	11,402.12
tblVehicleEF	HHD	1,477.34	1,404.21
tblVehicleEF	HHD	4.68	0.01
tblVehicleEF	HHD	27.96	62.45
tblVehicleEF	HHD	3.07	3.84
tblVehicleEF	HHD	20.33	1.89
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tblVehicleEF	HHD	0.06	0.06
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tblVehicleEF	HHD	0.02	0.07
tblVehicleEF	HHD	4.0000e-005	0.00
tblVehicleEF	HHD	0.02	0.12
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8710e-003	8.8120e-003
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	3.7000e-005	0.00
tblVehicleEF	HHD	9.2000e-005	2.6000e-005
tblVehicleEF	HHD	2.7720e-003	4.5000e-005
tblVehicleEF	HHD	0.90	4.69
tblVehicleEF	HHD	5.1000e-005	1.6000e-005
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	1.9500e-004	2.3800e-004
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	0.06	0.11
tblVehicleEF	HHD	0.01	0.01

tblVehicleEF	HHD	7.2000e-005	0.00
tblVehicleEF	HHD	9.2000e-005	2.6000e-005
tblVehicleEF	HHD	2.7720e-003	4.5000e-005
tblVehicleEF	HHD	1.03	5.34
tblVehicleEF	HHD	5.1000e-005	1.6000e-005
tblVehicleEF	HHD	0.11	0.14
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tblVehicleEF	HHD	1,477.34	1,404.21
tblVehicleEF	HHD	4.68	0.01
tblVehicleEF	HHD	28.85	60.97
tblVehicleEF	HHD	2.90	3.63
tblVehicleEF	HHD	20.32	1.89
tblVehicleEF	HHD	0.02	0.12
tblVehicleEF	HHD	0.06	0.06
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tblVehicleEF	HHD	0.02	0.07
tblVehicleEF	HHD	4.0000e-005	0.00
tblVehicleEF	HHD	0.01	0.11
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8710e-003	8.8120e-003
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	3.7000e-005	0.00

tblVehicleEF	HHD	1.7900e-004	4.9000e-005
tblVehicleEF	HHD	3.1980e-003	5.0000e-005
tblVehicleEF	HHD	0.84	4.86
tblVehicleEF	HHD	1.0100e-004	3.3000e-005
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tblVehicleEF	HHD	2.0100e-004	2.4400e-004
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	7.1000e-005	0.00
tblVehicleEF	HHD	1.7900e-004	4.9000e-005
tblVehicleEF	HHD	3.1980e-003	5.0000e-005
tblVehicleEF	HHD	0.97	5.54
tblVehicleEF	HHD	1.0100e-004	3.3000e-005
tblVehicleEF	HHD	0.11	0.14
tblVehicleEF	HHD	2.0100e-004	2.4400e-004
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	1.62	0.21
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.11	0.00
tblVehicleEF	HHD	4.76	59.28
tblVehicleEF	HHD	0.46	0.49
tblVehicleEF	HHD	1.51	1.5640e-003
tblVehicleEF	HHD	6,023.73	11,407.74
tblVehicleEF	HHD	1,477.34	1,404.21
tblVehicleEF	HHD	4.68	0.01
tblVehicleEF	HHD	26.74	64.48
tblVehicleEF	HHD	3.05	3.79
tblVehicleEF	HHD	20.33	1.89
tblVehicleEF	HHD	0.02	0.13

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tbIVehicleEF	HHD	0.06	0.06
tbIVehicleEF	HHD	0.04	0.04
tbIVehicleEF	HHD	0.02	0.07
tbIVehicleEF	HHD	4.0000e-005	0.00
tbIVehicleEF	HHD	0.02	0.13
tbIVehicleEF	HHD	0.03	0.03
tbIVehicleEF	HHD	8.8710e-003	8.8120e-003
tbIVehicleEF	HHD	0.02	0.06
tbIVehicleEF	HHD	3.7000e-005	0.00
tbIVehicleEF	HHD	7.4000e-005	2.7000e-005
tbIVehicleEF	HHD	2.9910e-003	5.1000e-005
tbIVehicleEF	HHD	0.96	4.45
tbIVehicleEF	HHD	4.5000e-005	1.7000e-005
tbIVehicleEF	HHD	0.07	0.11
tbIVehicleEF	HHD	2.0800e-004	2.5200e-004
tbIVehicleEF	HHD	0.05	0.00
tbIVehicleEF	HHD	0.06	0.11
tbIVehicleEF	HHD	0.01	0.01
tbIVehicleEF	HHD	7.2000e-005	0.00
tbIVehicleEF	HHD	7.4000e-005	2.7000e-005
tbIVehicleEF	HHD	2.9910e-003	5.1000e-005
tbIVehicleEF	HHD	1.11	5.07
tbIVehicleEF	HHD	4.5000e-005	1.7000e-005
tbIVehicleEF	HHD	0.11	0.14
tbIVehicleEF	HHD	2.0800e-004	2.5200e-004
tbIVehicleEF	HHD	0.06	0.00
tbIVehicleEF	LDA	4.4730e-003	2.7930e-003
tbIVehicleEF	LDA	6.2970e-003	0.06
tbIVehicleEF	LDA	0.62	0.71
tbIVehicleEF	LDA	1.29	2.21

tblVehicleEF	LDA	266.01	270.87
tblVehicleEF	LDA	60.91	56.42
tblVehicleEF	LDA	0.05	0.05
tblVehicleEF	LDA	0.09	0.20
tblVehicleEF	LDA	1.6430e-003	1.5090e-003
tblVehicleEF	LDA	2.2790e-003	1.9920e-003
tblVehicleEF	LDA	1.5150e-003	1.3900e-003
tblVehicleEF	LDA	2.0950e-003	1.8320e-003
tblVehicleEF	LDA	0.06	0.30
tblVehicleEF	LDA	0.11	0.10
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.22
tblVehicleEF	LDA	0.08	0.25
tblVehicleEF	LDA	2.6640e-003	2.6800e-003
tblVehicleEF	LDA	6.3100e-004	5.5800e-004
tblVehicleEF	LDA	0.06	0.30
tblVehicleEF	LDA	0.11	0.10
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.22
tblVehicleEF	LDA	0.09	0.28
tblVehicleEF	LDA	5.0810e-003	3.1460e-003
tblVehicleEF	LDA	5.4700e-003	0.05
tblVehicleEF	LDA	0.76	0.85
tblVehicleEF	LDA	1.14	1.85
tblVehicleEF	LDA	289.77	292.94
tblVehicleEF	LDA	60.91	55.74
tblVehicleEF	LDA	0.05	0.04
tblVehicleEF	LDA	0.08	0.19

tblVehicleEF	LDA	1.6430e-003	1.5090e-003
tblVehicleEF	LDA	2.2790e-003	1.9920e-003
tblVehicleEF	LDA	1.5150e-003	1.3900e-003
tblVehicleEF	LDA	2.0950e-003	1.8320e-003
tblVehicleEF	LDA	0.11	0.56
tblVehicleEF	LDA	0.13	0.12
tblVehicleEF	LDA	0.08	0.44
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.21
tblVehicleEF	LDA	0.07	0.22
tblVehicleEF	LDA	2.9040e-003	2.8980e-003
tblVehicleEF	LDA	6.2800e-004	5.5200e-004
tblVehicleEF	LDA	0.11	0.56
tblVehicleEF	LDA	0.13	0.12
tblVehicleEF	LDA	0.08	0.44
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.21
tblVehicleEF	LDA	0.08	0.24
tblVehicleEF	LDA	4.3110e-003	2.7450e-003
tblVehicleEF	LDA	6.4670e-003	0.06
tblVehicleEF	LDA	0.58	0.68
tblVehicleEF	LDA	1.32	2.19
tblVehicleEF	LDA	259.39	267.14
tblVehicleEF	LDA	60.91	56.40
tblVehicleEF	LDA	0.05	0.04
tblVehicleEF	LDA	0.09	0.20
tblVehicleEF	LDA	1.6430e-003	1.5090e-003
tblVehicleEF	LDA	2.2790e-003	1.9920e-003
tblVehicleEF	LDA	1.5150e-003	1.3900e-003
tblVehicleEF	LDA	2.0950e-003	1.8320e-003

tbIVehicleEF	LDA	0.05	0.30
tbIVehicleEF	LDA	0.12	0.12
tbIVehicleEF	LDA	0.04	0.23
tbIVehicleEF	LDA	0.01	0.01
tbIVehicleEF	LDA	0.04	0.24
tbIVehicleEF	LDA	0.09	0.25
tbIVehicleEF	LDA	2.5980e-003	2.6430e-003
tbIVehicleEF	LDA	6.3200e-004	5.5800e-004
tbIVehicleEF	LDA	0.05	0.30
tbIVehicleEF	LDA	0.12	0.12
tbIVehicleEF	LDA	0.04	0.23
tbIVehicleEF	LDA	0.02	0.02
tbIVehicleEF	LDA	0.04	0.24
tbIVehicleEF	LDA	0.10	0.28
tbIVehicleEF	LDT1	0.01	8.9240e-003
tbIVehicleEF	LDT1	0.02	0.10
tbIVehicleEF	LDT1	1.62	1.77
tbIVehicleEF	LDT1	3.78	2.55
tbIVehicleEF	LDT1	325.17	321.11
tbIVehicleEF	LDT1	74.01	68.78
tbIVehicleEF	LDT1	0.16	0.16
tbIVehicleEF	LDT1	0.23	0.34
tbIVehicleEF	LDT1	2.6810e-003	2.4860e-003
tbIVehicleEF	LDT1	3.8960e-003	3.2230e-003
tbIVehicleEF	LDT1	2.4680e-003	2.2880e-003
tbIVehicleEF	LDT1	3.5830e-003	2.9630e-003
tbIVehicleEF	LDT1	0.22	0.97
tbIVehicleEF	LDT1	0.37	0.29
tbIVehicleEF	LDT1	0.15	0.65
tbIVehicleEF	LDT1	0.03	0.04

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tbIVehicleEF	LDT1	0.22	0.95
tbIVehicleEF	LDT1	0.27	0.51
tbIVehicleEF	LDT1	3.2720e-003	3.1780e-003
tbIVehicleEF	LDT1	8.0700e-004	6.8100e-004
tbIVehicleEF	LDT1	0.22	0.97
tbIVehicleEF	LDT1	0.37	0.29
tbIVehicleEF	LDT1	0.15	0.65
tbIVehicleEF	LDT1	0.05	0.06
tbIVehicleEF	LDT1	0.22	0.95
tbIVehicleEF	LDT1	0.30	0.56
tbIVehicleEF	LDT1	0.02	9.9410e-003
tbIVehicleEF	LDT1	0.02	0.08
tbIVehicleEF	LDT1	1.95	2.08
tbIVehicleEF	LDT1	3.33	2.13
tbIVehicleEF	LDT1	353.10	344.18
tbIVehicleEF	LDT1	74.01	67.86
tbIVehicleEF	LDT1	0.15	0.15
tbIVehicleEF	LDT1	0.22	0.32
tbIVehicleEF	LDT1	2.6810e-003	2.4860e-003
tbIVehicleEF	LDT1	3.8960e-003	3.2230e-003
tbIVehicleEF	LDT1	2.4680e-003	2.2880e-003
tbIVehicleEF	LDT1	3.5830e-003	2.9630e-003
tbIVehicleEF	LDT1	0.44	1.80
tbIVehicleEF	LDT1	0.46	0.35
tbIVehicleEF	LDT1	0.29	1.26
tbIVehicleEF	LDT1	0.04	0.04
tbIVehicleEF	LDT1	0.22	0.93
tbIVehicleEF	LDT1	0.23	0.44
tbIVehicleEF	LDT1	3.5570e-003	3.4060e-003
tbIVehicleEF	LDT1	7.9900e-004	6.7200e-004

tbIVehicleEF	LDT1	0.44	1.80
tbIVehicleEF	LDT1	0.46	0.35
tbIVehicleEF	LDT1	0.29	1.26
tbIVehicleEF	LDT1	0.06	0.06
tbIVehicleEF	LDT1	0.22	0.93
tbIVehicleEF	LDT1	0.26	0.48
tbIVehicleEF	LDT1	0.01	8.7780e-003
tbIVehicleEF	LDT1	0.02	0.10
tbIVehicleEF	LDT1	1.52	1.71
tbIVehicleEF	LDT1	3.84	2.53
tbIVehicleEF	LDT1	316.88	317.20
tbIVehicleEF	LDT1	74.01	68.75
tbIVehicleEF	LDT1	0.16	0.16
tbIVehicleEF	LDT1	0.23	0.34
tbIVehicleEF	LDT1	2.6810e-003	2.4860e-003
tbIVehicleEF	LDT1	3.8960e-003	3.2230e-003
tbIVehicleEF	LDT1	2.4680e-003	2.2880e-003
tbIVehicleEF	LDT1	3.5830e-003	2.9630e-003
tbIVehicleEF	LDT1	0.19	0.99
tbIVehicleEF	LDT1	0.41	0.34
tbIVehicleEF	LDT1	0.13	0.65
tbIVehicleEF	LDT1	0.03	0.04
tbIVehicleEF	LDT1	0.25	1.11
tbIVehicleEF	LDT1	0.28	0.51
tbIVehicleEF	LDT1	3.1880e-003	3.1390e-003
tbIVehicleEF	LDT1	8.0800e-004	6.8000e-004
tbIVehicleEF	LDT1	0.19	0.99
tbIVehicleEF	LDT1	0.41	0.34
tbIVehicleEF	LDT1	0.13	0.65
tbIVehicleEF	LDT1	0.05	0.06

tblVehicleEF	LDT1	0.25	1.11
tblVehicleEF	LDT1	0.30	0.56
tblVehicleEF	LDT2	6.1110e-003	4.5190e-003
tblVehicleEF	LDT2	8.2750e-003	0.08
tblVehicleEF	LDT2	0.82	1.03
tblVehicleEF	LDT2	1.71	2.88
tblVehicleEF	LDT2	366.61	346.07
tblVehicleEF	LDT2	83.75	74.32
tblVehicleEF	LDT2	0.09	0.10
tblVehicleEF	LDT2	0.15	0.34
tblVehicleEF	LDT2	1.6030e-003	1.5600e-003
tblVehicleEF	LDT2	2.3200e-003	2.0380e-003
tblVehicleEF	LDT2	1.4740e-003	1.4360e-003
tblVehicleEF	LDT2	2.1330e-003	1.8740e-003
tblVehicleEF	LDT2	0.07	0.45
tblVehicleEF	LDT2	0.13	0.14
tblVehicleEF	LDT2	0.06	0.37
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.44
tblVehicleEF	LDT2	0.11	0.37
tblVehicleEF	LDT2	3.6730e-003	3.4240e-003
tblVehicleEF	LDT2	8.6600e-004	7.3500e-004
tblVehicleEF	LDT2	0.07	0.45
tblVehicleEF	LDT2	0.13	0.14
tblVehicleEF	LDT2	0.06	0.37
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.07	0.44
tblVehicleEF	LDT2	0.12	0.40
tblVehicleEF	LDT2	6.9350e-003	5.0670e-003
tblVehicleEF	LDT2	7.1890e-003	0.07

tbIVehicleEF	LDT2	1.00	1.22
tbIVehicleEF	LDT2	1.51	2.40
tbIVehicleEF	LDT2	398.95	368.67
tbIVehicleEF	LDT2	83.75	73.39
tbIVehicleEF	LDT2	0.08	0.09
tbIVehicleEF	LDT2	0.15	0.32
tbIVehicleEF	LDT2	1.6030e-003	1.5600e-003
tbIVehicleEF	LDT2	2.3200e-003	2.0380e-003
tbIVehicleEF	LDT2	1.4740e-003	1.4360e-003
tbIVehicleEF	LDT2	2.1330e-003	1.8740e-003
tbIVehicleEF	LDT2	0.14	0.83
tbIVehicleEF	LDT2	0.15	0.16
tbIVehicleEF	LDT2	0.11	0.69
tbIVehicleEF	LDT2	0.02	0.02
tbIVehicleEF	LDT2	0.07	0.43
tbIVehicleEF	LDT2	0.10	0.32
tbIVehicleEF	LDT2	3.9980e-003	3.6480e-003
tbIVehicleEF	LDT2	8.6300e-004	7.2600e-004
tbIVehicleEF	LDT2	0.14	0.83
tbIVehicleEF	LDT2	0.15	0.16
tbIVehicleEF	LDT2	0.11	0.69
tbIVehicleEF	LDT2	0.03	0.03
tbIVehicleEF	LDT2	0.07	0.43
tbIVehicleEF	LDT2	0.11	0.35
tbIVehicleEF	LDT2	5.8750e-003	4.4430e-003
tbIVehicleEF	LDT2	8.5090e-003	0.08
tbIVehicleEF	LDT2	0.76	0.99
tbIVehicleEF	LDT2	1.74	2.86
tbIVehicleEF	LDT2	356.95	342.25
tbIVehicleEF	LDT2	83.75	74.28

tblVehicleEF	LDT2	0.08	0.09
tblVehicleEF	LDT2	0.15	0.34
tblVehicleEF	LDT2	1.6030e-003	1.5600e-003
tblVehicleEF	LDT2	2.3200e-003	2.0380e-003
tblVehicleEF	LDT2	1.4740e-003	1.4360e-003
tblVehicleEF	LDT2	2.1330e-003	1.8740e-003
tblVehicleEF	LDT2	0.06	0.44
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.05	0.37
tblVehicleEF	LDT2	0.01	0.02
tblVehicleEF	LDT2	0.08	0.51
tblVehicleEF	LDT2	0.11	0.37
tblVehicleEF	LDT2	3.5750e-003	3.3860e-003
tblVehicleEF	LDT2	8.6700e-004	7.3500e-004
tblVehicleEF	LDT2	0.06	0.44
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.05	0.37
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.08	0.51
tblVehicleEF	LDT2	0.13	0.40
tblVehicleEF	LHD1	5.6490e-003	0.07
tblVehicleEF	LHD1	0.01	5.8570e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.15	2.30
tblVehicleEF	LHD1	1.03	0.81
tblVehicleEF	LHD1	2.54	0.88
tblVehicleEF	LHD1	9.27	131.32
tblVehicleEF	LHD1	612.92	640.47
tblVehicleEF	LHD1	30.90	9.43
tblVehicleEF	LHD1	0.09	1.25

tbIVehicleEF	LHD1	2.35	1.83
tbIVehicleEF	LHD1	1.02	0.28
tbIVehicleEF	LHD1	9.6900e-004	0.01
tbIVehicleEF	LHD1	0.01	0.01
tbIVehicleEF	LHD1	0.01	0.01
tbIVehicleEF	LHD1	9.2500e-004	2.2200e-004
tbIVehicleEF	LHD1	9.2700e-004	0.01
tbIVehicleEF	LHD1	2.5280e-003	2.5110e-003
tbIVehicleEF	LHD1	0.01	0.01
tbIVehicleEF	LHD1	8.5100e-004	2.0500e-004
tbIVehicleEF	LHD1	3.9460e-003	0.04
tbIVehicleEF	LHD1	0.10	0.07
tbIVehicleEF	LHD1	0.02	0.28
tbIVehicleEF	LHD1	1.9130e-003	0.02
tbIVehicleEF	LHD1	0.08	0.07
tbIVehicleEF	LHD1	0.31	0.45
tbIVehicleEF	LHD1	0.28	0.07
tbIVehicleEF	LHD1	9.3000e-005	1.2680e-003
tbIVehicleEF	LHD1	6.0140e-003	6.2270e-003
tbIVehicleEF	LHD1	3.5800e-004	9.3000e-005
tbIVehicleEF	LHD1	3.9460e-003	0.04
tbIVehicleEF	LHD1	0.10	0.07
tbIVehicleEF	LHD1	0.02	0.40
tbIVehicleEF	LHD1	1.9130e-003	0.02
tbIVehicleEF	LHD1	0.10	0.08
tbIVehicleEF	LHD1	0.31	0.45
tbIVehicleEF	LHD1	0.30	0.08
tbIVehicleEF	LHD1	5.6490e-003	0.07
tbIVehicleEF	LHD1	0.01	5.9510e-003
tbIVehicleEF	LHD1	0.02	0.01

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tblVehicleEF	LHD1	0.15	2.30
tblVehicleEF	LHD1	1.05	0.82
tblVehicleEF	LHD1	2.42	0.84
tblVehicleEF	LHD1	9.27	131.32
tblVehicleEF	LHD1	612.92	640.49
tblVehicleEF	LHD1	30.90	9.34
tblVehicleEF	LHD1	0.09	1.25
tblVehicleEF	LHD1	2.21	1.72
tblVehicleEF	LHD1	0.98	0.27
tblVehicleEF	LHD1	9.6900e-004	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.2500e-004	2.2200e-004
tblVehicleEF	LHD1	9.2700e-004	0.01
tblVehicleEF	LHD1	2.5280e-003	2.5110e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.5100e-004	2.0500e-004
tblVehicleEF	LHD1	7.3960e-003	0.07
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.02	0.28
tblVehicleEF	LHD1	3.6890e-003	0.04
tblVehicleEF	LHD1	0.08	0.07
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.27	0.07
tblVehicleEF	LHD1	9.3000e-005	1.2680e-003
tblVehicleEF	LHD1	6.0140e-003	6.2270e-003
tblVehicleEF	LHD1	3.5500e-004	9.2000e-005
tblVehicleEF	LHD1	7.3960e-003	0.07
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.02	0.40

tbIVehicleEF	LHD1	3.6890e-003	0.04
tbIVehicleEF	LHD1	0.10	0.08
tbIVehicleEF	LHD1	0.31	0.45
tbIVehicleEF	LHD1	0.29	0.08
tbIVehicleEF	LHD1	5.6490e-003	0.07
tbIVehicleEF	LHD1	0.01	5.8660e-003
tbIVehicleEF	LHD1	0.02	0.01
tbIVehicleEF	LHD1	0.15	2.30
tbIVehicleEF	LHD1	1.03	0.80
tbIVehicleEF	LHD1	2.54	0.87
tbIVehicleEF	LHD1	9.27	131.32
tbIVehicleEF	LHD1	612.92	640.47
tbIVehicleEF	LHD1	30.90	9.41
tbIVehicleEF	LHD1	0.09	1.25
tbIVehicleEF	LHD1	2.32	1.80
tbIVehicleEF	LHD1	1.01	0.28
tbIVehicleEF	LHD1	9.6900e-004	0.01
tbIVehicleEF	LHD1	0.01	0.01
tbIVehicleEF	LHD1	0.01	0.01
tbIVehicleEF	LHD1	9.2500e-004	2.2200e-004
tbIVehicleEF	LHD1	9.2700e-004	0.01
tbIVehicleEF	LHD1	2.5280e-003	2.5110e-003
tbIVehicleEF	LHD1	0.01	0.01
tbIVehicleEF	LHD1	8.5100e-004	2.0500e-004
tbIVehicleEF	LHD1	3.5540e-003	0.04
tbIVehicleEF	LHD1	0.12	0.08
tbIVehicleEF	LHD1	0.02	0.28
tbIVehicleEF	LHD1	1.7480e-003	0.02
tbIVehicleEF	LHD1	0.08	0.07
tbIVehicleEF	LHD1	0.33	0.48

tbIVehicleEF	LHD1	0.28	0.07
tbIVehicleEF	LHD1	9.3000e-005	1.2680e-003
tbIVehicleEF	LHD1	6.0140e-003	6.2270e-003
tbIVehicleEF	LHD1	3.5800e-004	9.3000e-005
tbIVehicleEF	LHD1	3.5540e-003	0.04
tbIVehicleEF	LHD1	0.12	0.08
tbIVehicleEF	LHD1	0.02	0.40
tbIVehicleEF	LHD1	1.7480e-003	0.02
tbIVehicleEF	LHD1	0.10	0.08
tbIVehicleEF	LHD1	0.33	0.48
tbIVehicleEF	LHD1	0.30	0.08
tbIVehicleEF	LHD2	3.8330e-003	0.04
tbIVehicleEF	LHD2	5.1000e-003	4.0970e-003
tbIVehicleEF	LHD2	9.1950e-003	7.3890e-003
tbIVehicleEF	LHD2	0.12	1.66
tbIVehicleEF	LHD2	0.56	0.56
tbIVehicleEF	LHD2	1.23	0.45
tbIVehicleEF	LHD2	14.53	202.06
tbIVehicleEF	LHD2	609.83	634.08
tbIVehicleEF	LHD2	23.90	5.72
tbIVehicleEF	LHD2	0.12	1.79
tbIVehicleEF	LHD2	1.94	2.00
tbIVehicleEF	LHD2	0.56	0.15
tbIVehicleEF	LHD2	1.3510e-003	0.02
tbIVehicleEF	LHD2	0.01	0.01
tbIVehicleEF	LHD2	0.01	0.02
tbIVehicleEF	LHD2	4.1000e-004	9.4000e-005
tbIVehicleEF	LHD2	1.2930e-003	0.02
tbIVehicleEF	LHD2	2.6930e-003	2.7370e-003
tbIVehicleEF	LHD2	0.01	0.01

tblVehicleEF	LHD2	3.7700e-004	8.7000e-005
tblVehicleEF	LHD2	1.5990e-003	0.02
tblVehicleEF	LHD2	0.04	0.03
tblVehicleEF	LHD2	0.01	0.20
tblVehicleEF	LHD2	8.1500e-004	8.4590e-003
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.12	0.04
tblVehicleEF	LHD2	1.4200e-004	1.9270e-003
tblVehicleEF	LHD2	5.9300e-003	6.1000e-003
tblVehicleEF	LHD2	2.6200e-004	5.7000e-005
tblVehicleEF	LHD2	1.5990e-003	0.02
tblVehicleEF	LHD2	0.04	0.03
tblVehicleEF	LHD2	0.02	0.27
tblVehicleEF	LHD2	8.1500e-004	8.4590e-003
tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.14	0.04
tblVehicleEF	LHD2	3.8330e-003	0.04
tblVehicleEF	LHD2	5.1600e-003	4.1300e-003
tblVehicleEF	LHD2	8.8690e-003	7.1060e-003
tblVehicleEF	LHD2	0.12	1.66
tblVehicleEF	LHD2	0.56	0.57
tblVehicleEF	LHD2	1.18	0.43
tblVehicleEF	LHD2	14.53	202.06
tblVehicleEF	LHD2	609.83	634.09
tblVehicleEF	LHD2	23.90	5.68
tblVehicleEF	LHD2	0.12	1.79
tblVehicleEF	LHD2	1.83	1.89
tblVehicleEF	LHD2	0.54	0.14

tblVehicleEF	LHD2	1.3510e-003	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	4.1000e-004	9.4000e-005
tblVehicleEF	LHD2	1.2930e-003	0.02
tblVehicleEF	LHD2	2.6930e-003	2.7370e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.7700e-004	8.7000e-005
tblVehicleEF	LHD2	3.0260e-003	0.03
tblVehicleEF	LHD2	0.05	0.04
tblVehicleEF	LHD2	0.01	0.20
tblVehicleEF	LHD2	1.5540e-003	0.02
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.12	0.03
tblVehicleEF	LHD2	1.4200e-004	1.9270e-003
tblVehicleEF	LHD2	5.9300e-003	6.1000e-003
tblVehicleEF	LHD2	2.6100e-004	5.6000e-005
tblVehicleEF	LHD2	3.0260e-003	0.03
tblVehicleEF	LHD2	0.05	0.04
tblVehicleEF	LHD2	0.02	0.27
tblVehicleEF	LHD2	1.5540e-003	0.02
tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.13	0.04
tblVehicleEF	LHD2	3.8330e-003	0.04
tblVehicleEF	LHD2	5.0860e-003	4.1010e-003
tblVehicleEF	LHD2	9.2490e-003	7.3380e-003
tblVehicleEF	LHD2	0.12	1.66
tblVehicleEF	LHD2	0.56	0.56

tbIVehicleEF	LHD2	1.24	0.45
tbIVehicleEF	LHD2	14.53	202.06
tbIVehicleEF	LHD2	609.83	634.08
tbIVehicleEF	LHD2	23.90	5.72
tbIVehicleEF	LHD2	0.12	1.79
tbIVehicleEF	LHD2	1.92	1.97
tbIVehicleEF	LHD2	0.56	0.15
tbIVehicleEF	LHD2	1.3510e-003	0.02
tbIVehicleEF	LHD2	0.01	0.01
tbIVehicleEF	LHD2	0.01	0.02
tbIVehicleEF	LHD2	4.1000e-004	9.4000e-005
tbIVehicleEF	LHD2	1.2930e-003	0.02
tbIVehicleEF	LHD2	2.6930e-003	2.7370e-003
tbIVehicleEF	LHD2	0.01	0.01
tbIVehicleEF	LHD2	3.7700e-004	8.7000e-005
tbIVehicleEF	LHD2	1.2860e-003	0.02
tbIVehicleEF	LHD2	0.04	0.04
tbIVehicleEF	LHD2	0.01	0.20
tbIVehicleEF	LHD2	6.9100e-004	8.8280e-003
tbIVehicleEF	LHD2	0.06	0.07
tbIVehicleEF	LHD2	0.10	0.21
tbIVehicleEF	LHD2	0.12	0.04
tbIVehicleEF	LHD2	1.4200e-004	1.9270e-003
tbIVehicleEF	LHD2	5.9300e-003	6.1000e-003
tbIVehicleEF	LHD2	2.6200e-004	5.7000e-005
tbIVehicleEF	LHD2	1.2860e-003	0.02
tbIVehicleEF	LHD2	0.04	0.04
tbIVehicleEF	LHD2	0.02	0.27
tbIVehicleEF	LHD2	6.9100e-004	8.8280e-003
tbIVehicleEF	LHD2	0.07	0.08

tblVehicleEF	LHD2	0.10	0.21
tblVehicleEF	LHD2	0.14	0.04
tblVehicleEF	MCY	0.41	0.32
tblVehicleEF	MCY	0.15	0.25
tblVehicleEF	MCY	19.93	19.76
tblVehicleEF	MCY	9.66	8.58
tblVehicleEF	MCY	164.88	207.31
tblVehicleEF	MCY	46.70	61.27
tblVehicleEF	MCY	1.13	1.13
tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	1.7160e-003	1.6670e-003
tblVehicleEF	MCY	3.4600e-003	2.9080e-003
tblVehicleEF	MCY	1.6070e-003	1.5620e-003
tblVehicleEF	MCY	3.2650e-003	2.7430e-003
tblVehicleEF	MCY	1.68	2.82
tblVehicleEF	MCY	0.86	0.79
tblVehicleEF	MCY	0.93	1.51
tblVehicleEF	MCY	2.17	2.17
tblVehicleEF	MCY	0.58	1.92
tblVehicleEF	MCY	2.09	1.86
tblVehicleEF	MCY	2.0370e-003	2.0520e-003
tblVehicleEF	MCY	6.8600e-004	6.0600e-004
tblVehicleEF	MCY	1.68	2.82
tblVehicleEF	MCY	0.86	0.79
tblVehicleEF	MCY	0.93	1.51
tblVehicleEF	MCY	2.66	2.66
tblVehicleEF	MCY	0.58	1.92
tblVehicleEF	MCY	2.27	2.02
tblVehicleEF	MCY	0.41	0.31
tblVehicleEF	MCY	0.14	0.22

tblVehicleEF	MCY	20.66	19.72
tblVehicleEF	MCY	9.11	7.89
tblVehicleEF	MCY	164.88	207.06
tblVehicleEF	MCY	46.70	59.40
tblVehicleEF	MCY	0.98	0.98
tblVehicleEF	MCY	0.29	0.25
tblVehicleEF	MCY	1.7160e-003	1.6670e-003
tblVehicleEF	MCY	3.4600e-003	2.9080e-003
tblVehicleEF	MCY	1.6070e-003	1.5620e-003
tblVehicleEF	MCY	3.2650e-003	2.7430e-003
tblVehicleEF	MCY	3.35	5.42
tblVehicleEF	MCY	1.25	1.08
tblVehicleEF	MCY	2.10	3.43
tblVehicleEF	MCY	2.15	2.12
tblVehicleEF	MCY	0.58	1.89
tblVehicleEF	MCY	1.87	1.63
tblVehicleEF	MCY	2.0470e-003	2.0490e-003
tblVehicleEF	MCY	6.7100e-004	5.8800e-004
tblVehicleEF	MCY	3.35	5.42
tblVehicleEF	MCY	1.25	1.08
tblVehicleEF	MCY	2.10	3.43
tblVehicleEF	MCY	2.63	2.60
tblVehicleEF	MCY	0.58	1.89
tblVehicleEF	MCY	2.03	1.77
tblVehicleEF	MCY	0.41	0.32
tblVehicleEF	MCY	0.15	0.24
tblVehicleEF	MCY	19.43	19.16
tblVehicleEF	MCY	9.60	8.36
tblVehicleEF	MCY	164.88	206.28
tblVehicleEF	MCY	46.70	60.77

tblVehicleEF	MCY	1.13	1.10
tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	1.7160e-003	1.6670e-003
tblVehicleEF	MCY	3.4600e-003	2.9080e-003
tblVehicleEF	MCY	1.6070e-003	1.5620e-003
tblVehicleEF	MCY	3.2650e-003	2.7430e-003
tblVehicleEF	MCY	1.60	3.24
tblVehicleEF	MCY	1.06	1.05
tblVehicleEF	MCY	0.75	1.52
tblVehicleEF	MCY	2.17	2.15
tblVehicleEF	MCY	0.66	2.19
tblVehicleEF	MCY	2.10	1.82
tblVehicleEF	MCY	2.0290e-003	2.0410e-003
tblVehicleEF	MCY	6.8600e-004	6.0100e-004
tblVehicleEF	MCY	1.60	3.24
tblVehicleEF	MCY	1.06	1.05
tblVehicleEF	MCY	0.75	1.52
tblVehicleEF	MCY	2.66	2.63
tblVehicleEF	MCY	0.66	2.19
tblVehicleEF	MCY	2.28	1.98
tblVehicleEF	MDV	0.01	6.2680e-003
tblVehicleEF	MDV	0.02	0.10
tblVehicleEF	MDV	1.58	1.28
tblVehicleEF	MDV	3.47	3.46
tblVehicleEF	MDV	501.88	430.06
tblVehicleEF	MDV	112.78	91.54
tblVehicleEF	MDV	0.19	0.13
tblVehicleEF	MDV	0.34	0.43
tblVehicleEF	MDV	1.7360e-003	1.6260e-003
tblVehicleEF	MDV	2.5110e-003	2.1290e-003

tblVehicleEF	MDV	1.6010e-003	1.5010e-003
tblVehicleEF	MDV	2.3110e-003	1.9590e-003
tblVehicleEF	MDV	0.11	0.51
tblVehicleEF	MDV	0.21	0.17
tblVehicleEF	MDV	0.09	0.44
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.11	0.49
tblVehicleEF	MDV	0.27	0.49
tblVehicleEF	MDV	5.0330e-003	4.2520e-003
tblVehicleEF	MDV	1.1890e-003	9.0600e-004
tblVehicleEF	MDV	0.11	0.51
tblVehicleEF	MDV	0.21	0.17
tblVehicleEF	MDV	0.09	0.44
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.11	0.49
tblVehicleEF	MDV	0.30	0.54
tblVehicleEF	MDV	0.02	6.9690e-003
tblVehicleEF	MDV	0.02	0.09
tblVehicleEF	MDV	1.91	1.51
tblVehicleEF	MDV	3.08	2.90
tblVehicleEF	MDV	544.80	454.20
tblVehicleEF	MDV	112.78	90.40
tblVehicleEF	MDV	0.18	0.12
tblVehicleEF	MDV	0.33	0.40
tblVehicleEF	MDV	1.7360e-003	1.6260e-003
tblVehicleEF	MDV	2.5110e-003	2.1290e-003
tblVehicleEF	MDV	1.6010e-003	1.5010e-003
tblVehicleEF	MDV	2.3110e-003	1.9590e-003
tblVehicleEF	MDV	0.22	0.95
tblVehicleEF	MDV	0.24	0.19

tblVehicleEF	MDV	0.17	0.82
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.11	0.48
tblVehicleEF	MDV	0.24	0.42
tblVehicleEF	MDV	5.4670e-003	4.4910e-003
tblVehicleEF	MDV	1.1820e-003	8.9500e-004
tblVehicleEF	MDV	0.22	0.95
tblVehicleEF	MDV	0.24	0.19
tblVehicleEF	MDV	0.17	0.82
tblVehicleEF	MDV	0.06	0.04
tblVehicleEF	MDV	0.11	0.48
tblVehicleEF	MDV	0.26	0.46
tblVehicleEF	MDV	0.01	6.1580e-003
tblVehicleEF	MDV	0.02	0.10
tblVehicleEF	MDV	1.48	1.23
tblVehicleEF	MDV	3.54	3.44
tblVehicleEF	MDV	489.12	425.98
tblVehicleEF	MDV	112.78	91.50
tblVehicleEF	MDV	0.18	0.13
tblVehicleEF	MDV	0.34	0.42
tblVehicleEF	MDV	1.7360e-003	1.6260e-003
tblVehicleEF	MDV	2.5110e-003	2.1290e-003
tblVehicleEF	MDV	1.6010e-003	1.5010e-003
tblVehicleEF	MDV	2.3110e-003	1.9590e-003
tblVehicleEF	MDV	0.09	0.49
tblVehicleEF	MDV	0.22	0.18
tblVehicleEF	MDV	0.08	0.45
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.13	0.56
tblVehicleEF	MDV	0.28	0.49

tbIVehicleEF	MDV	4.9040e-003	4.2120e-003
tbIVehicleEF	MDV	1.1910e-003	9.0500e-004
tbIVehicleEF	MDV	0.09	0.49
tbIVehicleEF	MDV	0.22	0.18
tbIVehicleEF	MDV	0.08	0.45
tbIVehicleEF	MDV	0.05	0.04
tbIVehicleEF	MDV	0.13	0.56
tbIVehicleEF	MDV	0.31	0.54
tbIVehicleEF	MH	0.03	0.01
tbIVehicleEF	MH	0.03	0.02
tbIVehicleEF	MH	3.14	1.60
tbIVehicleEF	MH	6.37	2.20
tbIVehicleEF	MH	1,005.77	1,483.02
tbIVehicleEF	MH	58.82	19.22
tbIVehicleEF	MH	1.76	1.66
tbIVehicleEF	MH	0.89	0.23
tbIVehicleEF	MH	0.13	0.13
tbIVehicleEF	MH	0.01	0.01
tbIVehicleEF	MH	0.05	0.04
tbIVehicleEF	MH	1.2480e-003	2.7100e-004
tbIVehicleEF	MH	3.2450e-003	3.2810e-003
tbIVehicleEF	MH	0.04	0.04
tbIVehicleEF	MH	1.1520e-003	2.4900e-004
tbIVehicleEF	MH	1.64	0.12
tbIVehicleEF	MH	0.09	0.07
tbIVehicleEF	MH	0.56	0.04
tbIVehicleEF	MH	0.11	0.07
tbIVehicleEF	MH	0.03	1.55
tbIVehicleEF	MH	0.39	0.10
tbIVehicleEF	MH	9.9900e-003	0.01

tblVehicleEF	MH	7.0000e-004	1.9000e-004
tblVehicleEF	MH	1.64	0.12
tblVehicleEF	MH	0.09	0.07
tblVehicleEF	MH	0.56	0.04
tblVehicleEF	MH	0.15	0.09
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.42	0.11
tblVehicleEF	MH	0.03	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.24	1.64
tblVehicleEF	MH	5.95	2.05
tblVehicleEF	MH	1,005.77	1,483.09
tblVehicleEF	MH	58.82	18.96
tblVehicleEF	MH	1.63	1.54
tblVehicleEF	MH	0.86	0.22
tblVehicleEF	MH	0.13	0.13
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.05	0.04
tblVehicleEF	MH	1.2480e-003	2.7100e-004
tblVehicleEF	MH	3.2450e-003	3.2810e-003
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.1520e-003	2.4900e-004
tblVehicleEF	MH	3.01	0.21
tblVehicleEF	MH	0.10	0.08
tblVehicleEF	MH	1.11	0.08
tblVehicleEF	MH	0.11	0.07
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.37	0.10
tblVehicleEF	MH	9.9910e-003	0.01
tblVehicleEF	MH	6.9300e-004	1.8800e-004

tblVehicleEF	MH	3.01	0.21
tblVehicleEF	MH	0.10	0.08
tblVehicleEF	MH	1.11	0.08
tblVehicleEF	MH	0.15	0.09
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.40	0.11
tblVehicleEF	MH	0.03	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.12	1.60
tblVehicleEF	MH	6.40	2.20
tblVehicleEF	MH	1,005.77	1,483.02
tblVehicleEF	MH	58.82	19.21
tblVehicleEF	MH	1.74	1.62
tblVehicleEF	MH	0.89	0.23
tblVehicleEF	MH	0.13	0.13
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.05	0.04
tblVehicleEF	MH	1.2480e-003	2.7100e-004
tblVehicleEF	MH	3.2450e-003	3.2810e-003
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.1520e-003	2.4900e-004
tblVehicleEF	MH	1.67	0.14
tblVehicleEF	MH	0.11	0.09
tblVehicleEF	MH	0.55	0.05
tblVehicleEF	MH	0.11	0.07
tblVehicleEF	MH	0.03	1.64
tblVehicleEF	MH	0.39	0.10
tblVehicleEF	MH	9.9890e-003	0.01
tblVehicleEF	MH	7.0000e-004	1.9000e-004
tblVehicleEF	MH	1.67	0.14

tblVehicleEF	MH	0.11	0.09
tblVehicleEF	MH	0.55	0.05
tblVehicleEF	MH	0.15	0.09
tblVehicleEF	MH	0.03	1.64
tblVehicleEF	MH	0.42	0.11
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	6.1240e-003	7.1090e-003
tblVehicleEF	MHD	0.06	2.7490e-003
tblVehicleEF	MHD	0.43	3.13
tblVehicleEF	MHD	0.47	0.63
tblVehicleEF	MHD	6.54	0.33
tblVehicleEF	MHD	156.54	823.90
tblVehicleEF	MHD	1,067.94	996.67
tblVehicleEF	MHD	55.18	2.67
tblVehicleEF	MHD	1.06	8.54
tblVehicleEF	MHD	1.70	3.03
tblVehicleEF	MHD	11.65	1.14
tblVehicleEF	MHD	3.7720e-003	0.03
tblVehicleEF	MHD	0.06	0.10
tblVehicleEF	MHD	8.1800e-004	3.3000e-005
tblVehicleEF	MHD	3.6080e-003	0.03
tblVehicleEF	MHD	0.05	0.10
tblVehicleEF	MHD	7.5200e-004	3.0000e-005
tblVehicleEF	MHD	1.8750e-003	3.9160e-003
tblVehicleEF	MHD	0.05	6.3490e-003
tblVehicleEF	MHD	0.03	0.19
tblVehicleEF	MHD	9.0500e-004	2.0170e-003
tblVehicleEF	MHD	0.07	0.14
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.40	0.02

tbIVehicleEF	MHD	1.5050e-003	7.8000e-003
tbIVehicleEF	MHD	0.01	9.4650e-003
tbIVehicleEF	MHD	6.6700e-004	2.6000e-005
tbIVehicleEF	MHD	1.8750e-003	3.9160e-003
tbIVehicleEF	MHD	0.05	6.3490e-003
tbIVehicleEF	MHD	0.05	0.24
tbIVehicleEF	MHD	9.0500e-004	2.0170e-003
tbIVehicleEF	MHD	0.08	0.16
tbIVehicleEF	MHD	0.02	0.03
tbIVehicleEF	MHD	0.44	0.02
tbIVehicleEF	MHD	0.02	0.02
tbIVehicleEF	MHD	6.1890e-003	7.1350e-003
tbIVehicleEF	MHD	0.06	2.6400e-003
tbIVehicleEF	MHD	0.31	2.59
tbIVehicleEF	MHD	0.47	0.63
tbIVehicleEF	MHD	6.24	0.32
tbIVehicleEF	MHD	165.81	844.30
tbIVehicleEF	MHD	1,067.94	996.68
tbIVehicleEF	MHD	55.18	2.63
tbIVehicleEF	MHD	1.10	8.69
tbIVehicleEF	MHD	1.60	2.86
tbIVehicleEF	MHD	11.62	1.14
tbIVehicleEF	MHD	3.1790e-003	0.03
tbIVehicleEF	MHD	0.06	0.10
tbIVehicleEF	MHD	8.1800e-004	3.3000e-005
tbIVehicleEF	MHD	3.0420e-003	0.03
tbIVehicleEF	MHD	0.05	0.10
tbIVehicleEF	MHD	7.5200e-004	3.0000e-005
tbIVehicleEF	MHD	3.6340e-003	7.0900e-003
tbIVehicleEF	MHD	0.06	7.2690e-003

tblVehicleEF	MHD	0.03	0.18
tblVehicleEF	MHD	1.7950e-003	4.0620e-003
tblVehicleEF	MHD	0.07	0.14
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.38	0.01
tblVehicleEF	MHD	1.5920e-003	7.9940e-003
tblVehicleEF	MHD	0.01	9.4650e-003
tblVehicleEF	MHD	6.6100e-004	2.6000e-005
tblVehicleEF	MHD	3.6340e-003	7.0900e-003
tblVehicleEF	MHD	0.06	7.2690e-003
tblVehicleEF	MHD	0.04	0.23
tblVehicleEF	MHD	1.7950e-003	4.0620e-003
tblVehicleEF	MHD	0.08	0.16
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.42	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	6.0850e-003	7.1100e-003
tblVehicleEF	MHD	0.06	2.7240e-003
tblVehicleEF	MHD	0.60	3.87
tblVehicleEF	MHD	0.47	0.63
tblVehicleEF	MHD	6.63	0.33
tblVehicleEF	MHD	143.73	795.71
tblVehicleEF	MHD	1,067.94	996.67
tblVehicleEF	MHD	55.18	2.66
tblVehicleEF	MHD	1.01	8.32
tblVehicleEF	MHD	1.68	2.98
tblVehicleEF	MHD	11.66	1.14
tblVehicleEF	MHD	4.5890e-003	0.04
tblVehicleEF	MHD	0.06	0.10
tblVehicleEF	MHD	8.1800e-004	3.3000e-005

tblVehicleEF	MHD	4.3910e-003	0.04
tblVehicleEF	MHD	0.05	0.10
tblVehicleEF	MHD	7.5200e-004	3.0000e-005
tblVehicleEF	MHD	1.4650e-003	4.2490e-003
tblVehicleEF	MHD	0.05	7.1500e-003
tblVehicleEF	MHD	0.04	0.20
tblVehicleEF	MHD	7.2400e-004	2.1530e-003
tblVehicleEF	MHD	0.07	0.14
tblVehicleEF	MHD	0.02	0.04
tblVehicleEF	MHD	0.40	0.02
tblVehicleEF	MHD	1.3840e-003	7.5330e-003
tblVehicleEF	MHD	0.01	9.4650e-003
tblVehicleEF	MHD	6.6800e-004	2.6000e-005
tblVehicleEF	MHD	1.4650e-003	4.2490e-003
tblVehicleEF	MHD	0.05	7.1500e-003
tblVehicleEF	MHD	0.05	0.26
tblVehicleEF	MHD	7.2400e-004	2.1530e-003
tblVehicleEF	MHD	0.08	0.16
tblVehicleEF	MHD	0.02	0.04
tblVehicleEF	MHD	0.44	0.02
tblVehicleEF	OBUS	0.01	0.13
tblVehicleEF	OBUS	9.4560e-003	0.01
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.28	8.94
tblVehicleEF	OBUS	0.63	1.34
tblVehicleEF	OBUS	6.57	1.84
tblVehicleEF	OBUS	74.57	1,486.15
tblVehicleEF	OBUS	1,103.17	1,428.64
tblVehicleEF	OBUS	70.73	14.20
tblVehicleEF	OBUS	0.39	11.29

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview

tbIVehicleEF	OBUS	1.35	2.46
tbIVehicleEF	OBUS	2.21	0.77
tbIVehicleEF	OBUS	1.7700e-004	0.06
tbIVehicleEF	OBUS	0.13	0.13
tbIVehicleEF	OBUS	7.1510e-003	0.06
tbIVehicleEF	OBUS	8.2800e-004	1.4300e-004
tbIVehicleEF	OBUS	1.6900e-004	0.05
tbIVehicleEF	OBUS	0.06	0.06
tbIVehicleEF	OBUS	6.8270e-003	0.06
tbIVehicleEF	OBUS	7.6200e-004	1.3200e-004
tbIVehicleEF	OBUS	2.2350e-003	0.03
tbIVehicleEF	OBUS	0.02	0.02
tbIVehicleEF	OBUS	0.04	1.00
tbIVehicleEF	OBUS	9.4600e-004	0.01
tbIVehicleEF	OBUS	0.04	0.13
tbIVehicleEF	OBUS	0.05	0.18
tbIVehicleEF	OBUS	0.41	0.09
tbIVehicleEF	OBUS	7.2400e-004	0.01
tbIVehicleEF	OBUS	0.01	0.01
tbIVehicleEF	OBUS	8.2300e-004	1.4100e-004
tbIVehicleEF	OBUS	2.2350e-003	0.03
tbIVehicleEF	OBUS	0.02	0.02
tbIVehicleEF	OBUS	0.05	1.26
tbIVehicleEF	OBUS	9.4600e-004	0.01
tbIVehicleEF	OBUS	0.06	0.16
tbIVehicleEF	OBUS	0.05	0.18
tbIVehicleEF	OBUS	0.45	0.10
tbIVehicleEF	OBUS	0.01	0.13
tbIVehicleEF	OBUS	9.6420e-003	0.01
tbIVehicleEF	OBUS	0.03	0.02

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview

tblVehicleEF	OBUS	0.26	8.33
tblVehicleEF	OBUS	0.65	1.36
tblVehicleEF	OBUS	6.15	1.71
tblVehicleEF	OBUS	77.97	1,506.30
tblVehicleEF	OBUS	1,103.17	1,428.68
tblVehicleEF	OBUS	70.73	13.98
tblVehicleEF	OBUS	0.40	11.40
tblVehicleEF	OBUS	1.26	2.30
tblVehicleEF	OBUS	2.17	0.77
tblVehicleEF	OBUS	1.4900e-004	0.05
tblVehicleEF	OBUS	0.13	0.13
tblVehicleEF	OBUS	7.1510e-003	0.06
tblVehicleEF	OBUS	8.2800e-004	1.4300e-004
tblVehicleEF	OBUS	1.4300e-004	0.05
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	6.8270e-003	0.06
tblVehicleEF	OBUS	7.6200e-004	1.3200e-004
tblVehicleEF	OBUS	4.1760e-003	0.06
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	0.99
tblVehicleEF	OBUS	1.8320e-003	0.03
tblVehicleEF	OBUS	0.04	0.13
tblVehicleEF	OBUS	0.05	0.18
tblVehicleEF	OBUS	0.39	0.09
tblVehicleEF	OBUS	7.5600e-004	0.01
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	8.1600e-004	1.3800e-004
tblVehicleEF	OBUS	4.1760e-003	0.06
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	1.25

tbIVehicleEF	OBUS	1.8320e-003	0.03
tbIVehicleEF	OBUS	0.06	0.16
tbIVehicleEF	OBUS	0.05	0.18
tbIVehicleEF	OBUS	0.43	0.09
tbIVehicleEF	OBUS	0.01	0.13
tbIVehicleEF	OBUS	9.4220e-003	0.01
tbIVehicleEF	OBUS	0.03	0.02
tbIVehicleEF	OBUS	0.29	9.79
tbIVehicleEF	OBUS	0.63	1.34
tbIVehicleEF	OBUS	6.63	1.83
tbIVehicleEF	OBUS	69.87	1,458.33
tbIVehicleEF	OBUS	1,103.17	1,428.64
tbIVehicleEF	OBUS	70.73	14.19
tbIVehicleEF	OBUS	0.37	11.14
tbIVehicleEF	OBUS	1.34	2.41
tbIVehicleEF	OBUS	2.21	0.77
tbIVehicleEF	OBUS	2.1500e-004	0.07
tbIVehicleEF	OBUS	0.13	0.13
tbIVehicleEF	OBUS	7.1510e-003	0.06
tbIVehicleEF	OBUS	8.2800e-004	1.4300e-004
tbIVehicleEF	OBUS	2.0600e-004	0.07
tbIVehicleEF	OBUS	0.06	0.06
tbIVehicleEF	OBUS	6.8270e-003	0.06
tbIVehicleEF	OBUS	7.6200e-004	1.3200e-004
tbIVehicleEF	OBUS	1.9540e-003	0.04
tbIVehicleEF	OBUS	0.02	0.02
tbIVehicleEF	OBUS	0.04	1.01
tbIVehicleEF	OBUS	8.7300e-004	0.02
tbIVehicleEF	OBUS	0.04	0.13
tbIVehicleEF	OBUS	0.05	0.19

tbIVehicleEF	OBUS	0.42	0.09
tbIVehicleEF	OBUS	6.7900e-004	0.01
tbIVehicleEF	OBUS	0.01	0.01
tbIVehicleEF	OBUS	8.2400e-004	1.4000e-004
tbIVehicleEF	OBUS	1.9540e-003	0.04
tbIVehicleEF	OBUS	0.02	0.02
tbIVehicleEF	OBUS	0.05	1.27
tbIVehicleEF	OBUS	8.7300e-004	0.02
tbIVehicleEF	OBUS	0.06	0.16
tbIVehicleEF	OBUS	0.05	0.19
tbIVehicleEF	OBUS	0.45	0.10
tbIVehicleEF	SBUS	0.85	0.86
tbIVehicleEF	SBUS	0.01	7.4070e-003
tbIVehicleEF	SBUS	0.06	0.02
tbIVehicleEF	SBUS	7.81	32.73
tbIVehicleEF	SBUS	0.66	0.61
tbIVehicleEF	SBUS	6.73	2.74
tbIVehicleEF	SBUS	1,154.91	3,383.64
tbIVehicleEF	SBUS	1,108.94	1,127.26
tbIVehicleEF	SBUS	53.24	17.35
tbIVehicleEF	SBUS	10.58	31.49
tbIVehicleEF	SBUS	4.99	4.99
tbIVehicleEF	SBUS	12.59	0.58
tbIVehicleEF	SBUS	0.01	0.04
tbIVehicleEF	SBUS	0.74	0.74
tbIVehicleEF	SBUS	0.01	0.01
tbIVehicleEF	SBUS	0.03	0.03
tbIVehicleEF	SBUS	4.4200e-004	1.0400e-004
tbIVehicleEF	SBUS	0.01	0.04
tbIVehicleEF	SBUS	0.32	0.32

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview

tbIVehicleEF	SBUS	2.7000e-003	2.6420e-003
tbIVehicleEF	SBUS	0.03	0.03
tbIVehicleEF	SBUS	4.0600e-004	9.6000e-005
tbIVehicleEF	SBUS	4.5410e-003	0.01
tbIVehicleEF	SBUS	0.03	0.02
tbIVehicleEF	SBUS	0.94	4.00
tbIVehicleEF	SBUS	2.0600e-003	6.2980e-003
tbIVehicleEF	SBUS	0.11	0.10
tbIVehicleEF	SBUS	0.02	0.14
tbIVehicleEF	SBUS	0.37	0.11
tbIVehicleEF	SBUS	0.01	0.03
tbIVehicleEF	SBUS	0.01	0.01
tbIVehicleEF	SBUS	6.4900e-004	1.7200e-004
tbIVehicleEF	SBUS	4.5410e-003	0.01
tbIVehicleEF	SBUS	0.03	0.02
tbIVehicleEF	SBUS	1.35	5.77
tbIVehicleEF	SBUS	2.0600e-003	6.2980e-003
tbIVehicleEF	SBUS	0.13	0.12
tbIVehicleEF	SBUS	0.02	0.14
tbIVehicleEF	SBUS	0.40	0.13
tbIVehicleEF	SBUS	0.85	0.86
tbIVehicleEF	SBUS	0.01	7.5000e-003
tbIVehicleEF	SBUS	0.05	0.02
tbIVehicleEF	SBUS	7.67	32.36
tbIVehicleEF	SBUS	0.67	0.62
tbIVehicleEF	SBUS	4.88	1.97
tbIVehicleEF	SBUS	1,207.92	3,480.26
tbIVehicleEF	SBUS	1,108.94	1,127.28
tbIVehicleEF	SBUS	53.24	16.06
tbIVehicleEF	SBUS	10.92	32.36

tblVehicleEF	SBUS	4.69	4.70
tblVehicleEF	SBUS	12.56	0.57
tblVehicleEF	SBUS	0.01	0.03
tblVehicleEF	SBUS	0.74	0.74
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.4200e-004	1.0400e-004
tblVehicleEF	SBUS	9.8070e-003	0.03
tblVehicleEF	SBUS	0.32	0.32
tblVehicleEF	SBUS	2.7000e-003	2.6420e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.0600e-004	9.6000e-005
tblVehicleEF	SBUS	8.2250e-003	0.02
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	0.93	3.99
tblVehicleEF	SBUS	3.8990e-003	0.01
tblVehicleEF	SBUS	0.11	0.10
tblVehicleEF	SBUS	0.01	0.13
tblVehicleEF	SBUS	0.31	0.10
tblVehicleEF	SBUS	0.01	0.03
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.1800e-004	1.5900e-004
tblVehicleEF	SBUS	8.2250e-003	0.02
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	1.35	5.77
tblVehicleEF	SBUS	3.8990e-003	0.01
tblVehicleEF	SBUS	0.13	0.12
tblVehicleEF	SBUS	0.01	0.13
tblVehicleEF	SBUS	0.34	0.10
tblVehicleEF	SBUS	0.85	0.86

tblVehicleEF	SBUS	0.01	7.4050e-003
tblVehicleEF	SBUS	0.07	0.02
tblVehicleEF	SBUS	7.99	33.23
tblVehicleEF	SBUS	0.66	0.61
tblVehicleEF	SBUS	7.09	2.80
tblVehicleEF	SBUS	1,081.70	3,250.22
tblVehicleEF	SBUS	1,108.94	1,127.26
tblVehicleEF	SBUS	53.24	17.45
tblVehicleEF	SBUS	10.11	30.29
tblVehicleEF	SBUS	4.94	4.92
tblVehicleEF	SBUS	12.59	0.58
tblVehicleEF	SBUS	0.01	0.05
tblVehicleEF	SBUS	0.74	0.74
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.4200e-004	1.0400e-004
tblVehicleEF	SBUS	0.01	0.04
tblVehicleEF	SBUS	0.32	0.32
tblVehicleEF	SBUS	2.7000e-003	2.6420e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.0600e-004	9.6000e-005
tblVehicleEF	SBUS	4.1410e-003	0.01
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	0.94	4.01
tblVehicleEF	SBUS	1.9980e-003	6.5450e-003
tblVehicleEF	SBUS	0.11	0.10
tblVehicleEF	SBUS	0.02	0.17
tblVehicleEF	SBUS	0.38	0.12
tblVehicleEF	SBUS	0.01	0.03
tblVehicleEF	SBUS	0.01	0.01

tbIVehicleEF	SBUS	6.5500e-004	1.7300e-004
tbIVehicleEF	SBUS	4.1410e-003	0.01
tbIVehicleEF	SBUS	0.03	0.02
tbIVehicleEF	SBUS	1.35	5.78
tbIVehicleEF	SBUS	1.9980e-003	6.5450e-003
tbIVehicleEF	SBUS	0.13	0.12
tbIVehicleEF	SBUS	0.02	0.17
tbIVehicleEF	SBUS	0.42	0.13
tbIVehicleEF	UBUS	1.60	3.04
tbIVehicleEF	UBUS	0.09	0.02
tbIVehicleEF	UBUS	10.35	23.58
tbIVehicleEF	UBUS	16.43	2.03
tbIVehicleEF	UBUS	1,836.48	1,641.57
tbIVehicleEF	UBUS	155.92	24.35
tbIVehicleEF	UBUS	5.46	0.30
tbIVehicleEF	UBUS	12.53	0.24
tbIVehicleEF	UBUS	0.50	0.09
tbIVehicleEF	UBUS	0.01	0.02
tbIVehicleEF	UBUS	0.06	2.1590e-003
tbIVehicleEF	UBUS	1.6630e-003	2.1700e-004
tbIVehicleEF	UBUS	0.21	0.04
tbIVehicleEF	UBUS	3.0000e-003	5.0570e-003
tbIVehicleEF	UBUS	0.06	2.0460e-003
tbIVehicleEF	UBUS	1.5380e-003	1.9900e-004
tbIVehicleEF	UBUS	0.01	5.5670e-003
tbIVehicleEF	UBUS	0.13	0.01
tbIVehicleEF	UBUS	5.4970e-003	3.2120e-003
tbIVehicleEF	UBUS	0.64	0.05
tbIVehicleEF	UBUS	0.03	0.05
tbIVehicleEF	UBUS	1.28	0.09

tbIVehicleEF	UBUS	0.01	6.3860e-003
tbIVehicleEF	UBUS	1.8570e-003	2.4100e-004
tbIVehicleEF	UBUS	0.01	5.5670e-003
tbIVehicleEF	UBUS	0.13	0.01
tbIVehicleEF	UBUS	5.4970e-003	3.2120e-003
tbIVehicleEF	UBUS	2.30	3.11
tbIVehicleEF	UBUS	0.03	0.05
tbIVehicleEF	UBUS	1.40	0.10
tbIVehicleEF	UBUS	1.61	3.04
tbIVehicleEF	UBUS	0.09	0.02
tbIVehicleEF	UBUS	10.64	23.58
tbIVehicleEF	UBUS	14.18	1.72
tbIVehicleEF	UBUS	1,836.48	1,641.57
tbIVehicleEF	UBUS	155.92	23.84
tbIVehicleEF	UBUS	5.09	0.29
tbIVehicleEF	UBUS	12.44	0.23
tbIVehicleEF	UBUS	0.50	0.09
tbIVehicleEF	UBUS	0.01	0.02
tbIVehicleEF	UBUS	0.06	2.1590e-003
tbIVehicleEF	UBUS	1.6630e-003	2.1700e-004
tbIVehicleEF	UBUS	0.21	0.04
tbIVehicleEF	UBUS	3.0000e-003	5.0570e-003
tbIVehicleEF	UBUS	0.06	2.0460e-003
tbIVehicleEF	UBUS	1.5380e-003	1.9900e-004
tbIVehicleEF	UBUS	0.02	0.01
tbIVehicleEF	UBUS	0.17	0.01
tbIVehicleEF	UBUS	0.01	6.7530e-003
tbIVehicleEF	UBUS	0.65	0.05
tbIVehicleEF	UBUS	0.03	0.05
tbIVehicleEF	UBUS	1.17	0.09

tbIVehicleEF	UBUS	0.01	6.3870e-003
tbIVehicleEF	UBUS	1.8170e-003	2.3600e-004
tbIVehicleEF	UBUS	0.02	0.01
tbIVehicleEF	UBUS	0.17	0.01
tbIVehicleEF	UBUS	0.01	6.7530e-003
tbIVehicleEF	UBUS	2.31	3.11
tbIVehicleEF	UBUS	0.03	0.05
tbIVehicleEF	UBUS	1.28	0.09
tbIVehicleEF	UBUS	1.60	3.04
tbIVehicleEF	UBUS	0.10	0.02
tbIVehicleEF	UBUS	10.37	23.58
tbIVehicleEF	UBUS	16.61	2.01
tbIVehicleEF	UBUS	1,836.48	1,641.57
tbIVehicleEF	UBUS	155.92	24.32
tbIVehicleEF	UBUS	5.42	0.29
tbIVehicleEF	UBUS	12.54	0.24
tbIVehicleEF	UBUS	0.50	0.09
tbIVehicleEF	UBUS	0.01	0.02
tbIVehicleEF	UBUS	0.06	2.1590e-003
tbIVehicleEF	UBUS	1.6630e-003	2.1700e-004
tbIVehicleEF	UBUS	0.21	0.04
tbIVehicleEF	UBUS	3.0000e-003	5.0570e-003
tbIVehicleEF	UBUS	0.06	2.0460e-003
tbIVehicleEF	UBUS	1.5380e-003	1.9900e-004
tbIVehicleEF	UBUS	0.01	6.0360e-003
tbIVehicleEF	UBUS	0.16	0.01
tbIVehicleEF	UBUS	4.7660e-003	3.4290e-003
tbIVehicleEF	UBUS	0.64	0.05
tbIVehicleEF	UBUS	0.03	0.06
tbIVehicleEF	UBUS	1.29	0.09

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tblVehicleEF	UBUS	0.01	6.3860e-003
tblVehicleEF	UBUS	1.8600e-003	2.4100e-004
tblVehicleEF	UBUS	0.01	6.0360e-003
tblVehicleEF	UBUS	0.16	0.01
tblVehicleEF	UBUS	4.7660e-003	3.4290e-003
tblVehicleEF	UBUS	2.30	3.11
tblVehicleEF	UBUS	0.03	0.06
tblVehicleEF	UBUS	1.42	0.10
tblVehicleTrips	ST_TR	1.68	1.40
tblVehicleTrips	SU_TR	1.68	1.40
tblVehicleTrips	WD_TR	1.68	1.40

2.0 Emissions Summary

**2.2 Overall Operational
Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868
Energy	0.0480	0.4362	0.3664	2.6200e-003		0.0332	0.0332		0.0332	0.0332		523.4488	523.4488	0.0100	9.6000e-003	526.5594
Mobile	8.5105	115.8620	81.1366	0.3225	11.0515	1.2502	12.3017	3.0459	1.1953	4.2412		34,055.4363	34,055.4363	0.8024		34,075.4953
Offroad	1.1521	10.3800	9.4421	0.0122		0.7733	0.7733		0.7115	0.7115		1,184.2466	1,184.2466	0.3830		1,193.8219
Stationary	14.7676	57.7926	37.6594	0.0710		2.1727	2.1727		2.1727	2.1727		7,555.6271	7,555.6271	1.0593		7,582.1097
Total	42.3577	184.4717	128.6866	0.4083	11.0515	4.2296	15.2811	3.0459	4.1128	7.1588		43,318.9339	43,318.9339	2.2552	9.6000e-003	43,378.1732

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Area	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004			0.1868
Energy	0.0338	0.3073	0.2581	1.8400e-003		0.0234	0.0234		0.0234	0.0234		368.7349	368.7349	7.0700e-003	6.7600e-003		370.9261
Mobile	8.3716	112.5166	79.5914	0.3088	10.3863	1.1829	11.5691	2.8626	1.1309	3.9935		32,612.2301	32,612.2301	0.7717			32,631.5213
Offroad	1.1521	10.3800	9.4421	0.0122		0.7733	0.7733		0.7115	0.7115		1,184.2466	1,184.2466	0.3830			1,193.8219
Stationary	14.7676	57.7926	37.6594	0.0710		2.1727	2.1727		2.1727	2.1727		7,555.6271	7,555.6271	1.0593			7,582.1097
Total	42.2046	180.9973	127.0332	0.3938	10.3863	4.1525	14.5387	2.8626	4.0386	6.9012		41,721.0138	41,721.0138	2.2215	6.7600e-003		41,778.5658

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.36	1.88	1.28	3.54	6.02	1.82	4.86	6.02	1.80	3.60	0.00	3.69	3.69	1.49	29.58	3.69

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

- Improve Pedestrian Network
- Implement Trip Reduction Program
- Market Commute Trip Reduction Option
- Employee Vanpool/Shuttle
- Provide Riade Sharing Program

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	8.3716	112.5166	79.5914	0.3088	10.3863	1.1829	11.5691	2.8626	1.1309	3.9935		32,612.2301	32,612.2301	0.7717		32,631.5213
Unmitigated	8.5105	115.8620	81.1366	0.3225	11.0515	1.2502	12.3017	3.0459	1.1953	4.2412		34,055.4363	34,055.4363	0.8024		34,075.4953

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Unrefrigerated Warehouse-No Rail	280.00	280.00	280.00	1,200,001	1,127,768
Unrefrigerated Warehouse-No Rail	840.00	840.00	840.00	3,600,002	3,383,305
Total	1,120.00	1,120.00	1,120.00	4,800,003	4,511,073

4.3 Trip Type Information

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-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Unrefrigerated Warehouse-No Rail	0.088364	0.038449	0.184390	0.122109	0.017402	0.064400	0.131700	0.343900	0.001365	0.001213	0.004629	0.000959	0.001120

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0338	0.3073	0.2581	1.8400e-003		0.0234	0.0234		0.0234	0.0234		368.7349	368.7349	7.0700e-003	6.7600e-003	370.9261
NaturalGas Unmitigated	0.0480	0.4362	0.3664	2.6200e-003		0.0332	0.0332		0.0332	0.0332		523.4488	523.4488	0.0100	9.6000e-003	526.5594

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Unrefrigerated Warehouse-No Rail	1112.33	0.0120	0.1091	0.0916	6.5000e-004		8.2900e-003	8.2900e-003		8.2900e-003	8.2900e-003		130.8622	130.8622	2.5100e-003	2.4000e-003	131.6399
Unrefrigerated Warehouse-No Rail	3336.99	0.0360	0.3272	0.2748	1.9600e-003		0.0249	0.0249		0.0249	0.0249		392.5866	392.5866	7.5200e-003	7.2000e-003	394.9196
Total		0.0480	0.4362	0.3664	2.6100e-003		0.0332	0.0332		0.0332	0.0332		523.4488	523.4488	0.0100	9.6000e-003	526.5594

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Unrefrigerated Warehouse-No	0.783562	8.4500e-003	0.0768	0.0645	4.6000e-004		5.8400e-003	5.8400e-003		5.8400e-003	5.8400e-003		92.1837	92.1837	1.7700e-003	1.6900e-003	92.7315
Unrefrigerated Warehouse-No	2.35068	0.0254	0.2305	0.1936	1.3800e-003		0.0175	0.0175		0.0175	0.0175		276.5512	276.5512	5.3000e-003	5.0700e-003	278.1946
Total		0.0338	0.3073	0.2581	1.8400e-003		0.0234	0.0234		0.0234	0.0234		368.7349	368.7349	7.0700e-003	6.7600e-003	370.9261

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868
Unmitigated	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.0318					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	15.8400					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.7300e-003	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868
Total	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.0318					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	15.8400					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.7300e-003	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868
Total	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868

7.0 Water Detail

7.1 Mitigation Measures Water

- Install Low Flow Bathroom Faucet
- Install Low Flow Kitchen Faucet
- Install Low Flow Toilet
- Install Low Flow Shower
- Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Forklifts	8	8.00	260	89	0.20	Electrical

UnMitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day										lb/day					
Forklifts	1.1521	10.3800	9.4421	0.0122		0.7733	0.7733		0.7115	0.7115		1,184.2466	1,184.2466	0.3830		1,193.8219
Total	1.1521	10.3800	9.4421	0.0122		0.7733	0.7733		0.7115	0.7115		1,184.2466	1,184.2466	0.3830		1,193.8219

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Fire Pump	2	3	100	500	0.73	Diesel
Emergency Generator	2	3	100	1000	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day										lb/day					
Emergency Generator - Diesel (750 - 9000 HP)	9.8451	44.0325	25.1062	0.0473		1.4484	1.4484		1.4484	1.4484		5,037.0847	5,037.0847	0.7062		5,054.7398
Fire Pump - Diesel (300 - 600 HP)	4.9226	13.7602	12.5531	0.0237		0.7242	0.7242		0.7242	0.7242		2,518.5424	2,518.5424	0.3531		2,527.3699
Total	14.7676	57.7926	37.6594	0.0710		2.1727	2.1727		2.1727	2.1727		7,555.6271	7,555.6271	1.0593		7,582.1097

11.0 Vegetation

HFCP - Proposed Project - Logistics Skechers Rates - Riverside-South Coast County, Annual

**HFCP - Proposed Project - Logistics Skechers Rates
Riverside-South Coast County, Annual**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	200.00	1000sqft	4.59	200,000.00	0
Unrefrigerated Warehouse-No Rail	600.00	1000sqft	13.77	600,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.4	Precipitation Freq (Days)	28
Climate Zone	10			Operational Year	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	702.44	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

- Project Characteristics -
- Land Use -
- Construction Phase - operational only run
- Vehicle Trips - Trip rates per Skechers counts
- Energy Use -
- Mobile Land Use Mitigation -
- Mobile Commute Mitigation - Trip reduction program, transit incentives, shuttles, ride sharing per MM AQ-5
- Area Mitigation -

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview

Energy Mitigation - Reduced energy per updated Title 24, MM AQ-4 Energy Star Appliances, MM AQ-9 LEED

Water Mitigation -

Waste Mitigation - MM AQ-8 Solid Waste Diversion

Fleet Mix - Per DEIR, fleet mix, HHD = 34.39%, MHD = 13.17%, LDH2=6.44%, Passenger = 46%

Operational Off-Road Equipment - equipment

Stationary Sources - Emergency Generators and Fire Pumps -

Vehicle Emission Factors - Updated with EMFAC 2017

Vehicle Emission Factors - Updated with EMFAC 2017

Vehicle Emission Factors - Updated with EMFAC 2017

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblFleetMix	HHD	0.07	0.34
tblFleetMix	LDA	0.54	0.09
tblFleetMix	LHD2	5.3390e-003	0.06
tblFleetMix	MHD	0.02	0.13
tblOperationalOffRoadEquipment	OperFuelType	Diesel	Electrical
tblOperationalOffRoadEquipment	OperLoadFactor	0.20	0.20
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	8.00
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	500.00
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	1,000.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	3.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	3.00
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	100.00
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	100.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	2.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	2.00

tblVehicleEF	HHD	1.50	0.22
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tblVehicleEF	HHD	4.0000e-005	0.00
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tblVehicleEF	HHD	0.03	0.03
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tblVehicleEF	HHD	1.9500e-004	2.3800e-004
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tblVehicleEF	HHD	0.06	0.11

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tblVehicleEF	HHD	9.2000e-005	2.6000e-005
tblVehicleEF	HHD	2.7720e-003	4.5000e-005
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tblVehicleEF	HHD	5.1000e-005	1.6000e-005
tblVehicleEF	HHD	0.11	0.14
tblVehicleEF	HHD	1.9500e-004	2.3800e-004
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tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.07
tblVehicleEF	HHD	4.0000e-005	0.00
tblVehicleEF	HHD	0.01	0.11
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8710e-003	8.8120e-003
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tblVehicleEF	HHD	3.7000e-005	0.00
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tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	0.01	0.01
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tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.07
tblVehicleEF	HHD	4.0000e-005	0.00
tblVehicleEF	HHD	0.02	0.13
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8710e-003	8.8120e-003
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tblVehicleEF	HHD	7.4000e-005	2.7000e-005
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tblVehicleEF	HHD	2.0800e-004	2.5200e-004
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	0.06	0.11
tblVehicleEF	HHD	0.01	0.01
tblVehicleEF	HHD	7.2000e-005	0.00
tblVehicleEF	HHD	7.4000e-005	2.7000e-005
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tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.22
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tblVehicleEF	LDA	0.11	0.10
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.22
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tblVehicleEF	LDA	2.2790e-003	1.9920e-003
tblVehicleEF	LDA	1.5150e-003	1.3900e-003
tblVehicleEF	LDA	2.0950e-003	1.8320e-003
tblVehicleEF	LDA	0.11	0.56
tblVehicleEF	LDA	0.13	0.12
tblVehicleEF	LDA	0.08	0.44
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.21
tblVehicleEF	LDA	0.07	0.22
tblVehicleEF	LDA	2.9040e-003	2.8980e-003
tblVehicleEF	LDA	6.2800e-004	5.5200e-004
tblVehicleEF	LDA	0.11	0.56
tblVehicleEF	LDA	0.13	0.12
tblVehicleEF	LDA	0.08	0.44
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.21
tblVehicleEF	LDA	0.08	0.24
tblVehicleEF	LDA	4.3110e-003	2.7450e-003
tblVehicleEF	LDA	6.4670e-003	0.06
tblVehicleEF	LDA	0.58	0.68
tblVehicleEF	LDA	1.32	2.19
tblVehicleEF	LDA	259.39	267.14
tblVehicleEF	LDA	60.91	56.40
tblVehicleEF	LDA	0.05	0.04
tblVehicleEF	LDA	0.09	0.20
tblVehicleEF	LDA	1.6430e-003	1.5090e-003
tblVehicleEF	LDA	2.2790e-003	1.9920e-003
tblVehicleEF	LDA	1.5150e-003	1.3900e-003

tblVehicleEF	LDA	2.0950e-003	1.8320e-003
tblVehicleEF	LDA	0.05	0.30
tblVehicleEF	LDA	0.12	0.12
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.24
tblVehicleEF	LDA	0.09	0.25
tblVehicleEF	LDA	2.5980e-003	2.6430e-003
tblVehicleEF	LDA	6.3200e-004	5.5800e-004
tblVehicleEF	LDA	0.05	0.30
tblVehicleEF	LDA	0.12	0.12
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.24
tblVehicleEF	LDA	0.10	0.28
tblVehicleEF	LDT1	0.01	8.9240e-003
tblVehicleEF	LDT1	0.02	0.10
tblVehicleEF	LDT1	1.62	1.77
tblVehicleEF	LDT1	3.78	2.55
tblVehicleEF	LDT1	325.17	321.11
tblVehicleEF	LDT1	74.01	68.78
tblVehicleEF	LDT1	0.16	0.16
tblVehicleEF	LDT1	0.23	0.34
tblVehicleEF	LDT1	2.6810e-003	2.4860e-003
tblVehicleEF	LDT1	3.8960e-003	3.2230e-003
tblVehicleEF	LDT1	2.4680e-003	2.2880e-003
tblVehicleEF	LDT1	3.5830e-003	2.9630e-003
tblVehicleEF	LDT1	0.22	0.97
tblVehicleEF	LDT1	0.37	0.29
tblVehicleEF	LDT1	0.15	0.65

tblVehicleEF	LDT1	0.03	0.04
tblVehicleEF	LDT1	0.22	0.95
tblVehicleEF	LDT1	0.27	0.51
tblVehicleEF	LDT1	3.2720e-003	3.1780e-003
tblVehicleEF	LDT1	8.0700e-004	6.8100e-004
tblVehicleEF	LDT1	0.22	0.97
tblVehicleEF	LDT1	0.37	0.29
tblVehicleEF	LDT1	0.15	0.65
tblVehicleEF	LDT1	0.05	0.06
tblVehicleEF	LDT1	0.22	0.95
tblVehicleEF	LDT1	0.30	0.56
tblVehicleEF	LDT1	0.02	9.9410e-003
tblVehicleEF	LDT1	0.02	0.08
tblVehicleEF	LDT1	1.95	2.08
tblVehicleEF	LDT1	3.33	2.13
tblVehicleEF	LDT1	353.10	344.18
tblVehicleEF	LDT1	74.01	67.86
tblVehicleEF	LDT1	0.15	0.15
tblVehicleEF	LDT1	0.22	0.32
tblVehicleEF	LDT1	2.6810e-003	2.4860e-003
tblVehicleEF	LDT1	3.8960e-003	3.2230e-003
tblVehicleEF	LDT1	2.4680e-003	2.2880e-003
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tblVehicleEF	LDT1	0.44	1.80
tblVehicleEF	LDT1	0.46	0.35
tblVehicleEF	LDT1	0.29	1.26
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.22	0.93
tblVehicleEF	LDT1	0.23	0.44
tblVehicleEF	LDT1	3.5570e-003	3.4060e-003

tblVehicleEF	LDT1	7.9900e-004	6.7200e-004
tblVehicleEF	LDT1	0.44	1.80
tblVehicleEF	LDT1	0.46	0.35
tblVehicleEF	LDT1	0.29	1.26
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.22	0.93
tblVehicleEF	LDT1	0.26	0.48
tblVehicleEF	LDT1	0.01	8.7780e-003
tblVehicleEF	LDT1	0.02	0.10
tblVehicleEF	LDT1	1.52	1.71
tblVehicleEF	LDT1	3.84	2.53
tblVehicleEF	LDT1	316.88	317.20
tblVehicleEF	LDT1	74.01	68.75
tblVehicleEF	LDT1	0.16	0.16
tblVehicleEF	LDT1	0.23	0.34
tblVehicleEF	LDT1	2.6810e-003	2.4860e-003
tblVehicleEF	LDT1	3.8960e-003	3.2230e-003
tblVehicleEF	LDT1	2.4680e-003	2.2880e-003
tblVehicleEF	LDT1	3.5830e-003	2.9630e-003
tblVehicleEF	LDT1	0.19	0.99
tblVehicleEF	LDT1	0.41	0.34
tblVehicleEF	LDT1	0.13	0.65
tblVehicleEF	LDT1	0.03	0.04
tblVehicleEF	LDT1	0.25	1.11
tblVehicleEF	LDT1	0.28	0.51
tblVehicleEF	LDT1	3.1880e-003	3.1390e-003
tblVehicleEF	LDT1	8.0800e-004	6.8000e-004
tblVehicleEF	LDT1	0.19	0.99
tblVehicleEF	LDT1	0.41	0.34
tblVehicleEF	LDT1	0.13	0.65

tblVehicleEF	LDT1	0.05	0.06
tblVehicleEF	LDT1	0.25	1.11
tblVehicleEF	LDT1	0.30	0.56
tblVehicleEF	LDT2	6.1110e-003	4.5190e-003
tblVehicleEF	LDT2	8.2750e-003	0.08
tblVehicleEF	LDT2	0.82	1.03
tblVehicleEF	LDT2	1.71	2.88
tblVehicleEF	LDT2	366.61	346.07
tblVehicleEF	LDT2	83.75	74.32
tblVehicleEF	LDT2	0.09	0.10
tblVehicleEF	LDT2	0.15	0.34
tblVehicleEF	LDT2	1.6030e-003	1.5600e-003
tblVehicleEF	LDT2	2.3200e-003	2.0380e-003
tblVehicleEF	LDT2	1.4740e-003	1.4360e-003
tblVehicleEF	LDT2	2.1330e-003	1.8740e-003
tblVehicleEF	LDT2	0.07	0.45
tblVehicleEF	LDT2	0.13	0.14
tblVehicleEF	LDT2	0.06	0.37
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.44
tblVehicleEF	LDT2	0.11	0.37
tblVehicleEF	LDT2	3.6730e-003	3.4240e-003
tblVehicleEF	LDT2	8.6600e-004	7.3500e-004
tblVehicleEF	LDT2	0.07	0.45
tblVehicleEF	LDT2	0.13	0.14
tblVehicleEF	LDT2	0.06	0.37
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.07	0.44
tblVehicleEF	LDT2	0.12	0.40
tblVehicleEF	LDT2	6.9350e-003	5.0670e-003

tblVehicleEF	LDT2	7.1890e-003	0.07
tblVehicleEF	LDT2	1.00	1.22
tblVehicleEF	LDT2	1.51	2.40
tblVehicleEF	LDT2	398.95	368.67
tblVehicleEF	LDT2	83.75	73.39
tblVehicleEF	LDT2	0.08	0.09
tblVehicleEF	LDT2	0.15	0.32
tblVehicleEF	LDT2	1.6030e-003	1.5600e-003
tblVehicleEF	LDT2	2.3200e-003	2.0380e-003
tblVehicleEF	LDT2	1.4740e-003	1.4360e-003
tblVehicleEF	LDT2	2.1330e-003	1.8740e-003
tblVehicleEF	LDT2	0.14	0.83
tblVehicleEF	LDT2	0.15	0.16
tblVehicleEF	LDT2	0.11	0.69
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.43
tblVehicleEF	LDT2	0.10	0.32
tblVehicleEF	LDT2	3.9980e-003	3.6480e-003
tblVehicleEF	LDT2	8.6300e-004	7.2600e-004
tblVehicleEF	LDT2	0.14	0.83
tblVehicleEF	LDT2	0.15	0.16
tblVehicleEF	LDT2	0.11	0.69
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.07	0.43
tblVehicleEF	LDT2	0.11	0.35
tblVehicleEF	LDT2	5.8750e-003	4.4430e-003
tblVehicleEF	LDT2	8.5090e-003	0.08
tblVehicleEF	LDT2	0.76	0.99
tblVehicleEF	LDT2	1.74	2.86
tblVehicleEF	LDT2	356.95	342.25

tblVehicleEF	LDT2	83.75	74.28
tblVehicleEF	LDT2	0.08	0.09
tblVehicleEF	LDT2	0.15	0.34
tblVehicleEF	LDT2	1.6030e-003	1.5600e-003
tblVehicleEF	LDT2	2.3200e-003	2.0380e-003
tblVehicleEF	LDT2	1.4740e-003	1.4360e-003
tblVehicleEF	LDT2	2.1330e-003	1.8740e-003
tblVehicleEF	LDT2	0.06	0.44
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.05	0.37
tblVehicleEF	LDT2	0.01	0.02
tblVehicleEF	LDT2	0.08	0.51
tblVehicleEF	LDT2	0.11	0.37
tblVehicleEF	LDT2	3.5750e-003	3.3860e-003
tblVehicleEF	LDT2	8.6700e-004	7.3500e-004
tblVehicleEF	LDT2	0.06	0.44
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.05	0.37
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.08	0.51
tblVehicleEF	LDT2	0.13	0.40
tblVehicleEF	LHD1	5.6490e-003	0.07
tblVehicleEF	LHD1	0.01	5.8570e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.15	2.30
tblVehicleEF	LHD1	1.03	0.81
tblVehicleEF	LHD1	2.54	0.88
tblVehicleEF	LHD1	9.27	131.32
tblVehicleEF	LHD1	612.92	640.47
tblVehicleEF	LHD1	30.90	9.43

tblVehicleEF	LHD1	0.09	1.25
tblVehicleEF	LHD1	2.35	1.83
tblVehicleEF	LHD1	1.02	0.28
tblVehicleEF	LHD1	9.6900e-004	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.2500e-004	2.2200e-004
tblVehicleEF	LHD1	9.2700e-004	0.01
tblVehicleEF	LHD1	2.5280e-003	2.5110e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.5100e-004	2.0500e-004
tblVehicleEF	LHD1	3.9460e-003	0.04
tblVehicleEF	LHD1	0.10	0.07
tblVehicleEF	LHD1	0.02	0.28
tblVehicleEF	LHD1	1.9130e-003	0.02
tblVehicleEF	LHD1	0.08	0.07
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.28	0.07
tblVehicleEF	LHD1	9.3000e-005	1.2680e-003
tblVehicleEF	LHD1	6.0140e-003	6.2270e-003
tblVehicleEF	LHD1	3.5800e-004	9.3000e-005
tblVehicleEF	LHD1	3.9460e-003	0.04
tblVehicleEF	LHD1	0.10	0.07
tblVehicleEF	LHD1	0.02	0.40
tblVehicleEF	LHD1	1.9130e-003	0.02
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.30	0.08
tblVehicleEF	LHD1	5.6490e-003	0.07
tblVehicleEF	LHD1	0.01	5.9510e-003

tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.15	2.30
tblVehicleEF	LHD1	1.05	0.82
tblVehicleEF	LHD1	2.42	0.84
tblVehicleEF	LHD1	9.27	131.32
tblVehicleEF	LHD1	612.92	640.49
tblVehicleEF	LHD1	30.90	9.34
tblVehicleEF	LHD1	0.09	1.25
tblVehicleEF	LHD1	2.21	1.72
tblVehicleEF	LHD1	0.98	0.27
tblVehicleEF	LHD1	9.6900e-004	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.2500e-004	2.2200e-004
tblVehicleEF	LHD1	9.2700e-004	0.01
tblVehicleEF	LHD1	2.5280e-003	2.5110e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.5100e-004	2.0500e-004
tblVehicleEF	LHD1	7.3960e-003	0.07
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.02	0.28
tblVehicleEF	LHD1	3.6890e-003	0.04
tblVehicleEF	LHD1	0.08	0.07
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.27	0.07
tblVehicleEF	LHD1	9.3000e-005	1.2680e-003
tblVehicleEF	LHD1	6.0140e-003	6.2270e-003
tblVehicleEF	LHD1	3.5500e-004	9.2000e-005
tblVehicleEF	LHD1	7.3960e-003	0.07
tblVehicleEF	LHD1	0.12	0.08

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview

tblVehicleEF	LHD1	0.02	0.40
tblVehicleEF	LHD1	3.6890e-003	0.04
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.29	0.08
tblVehicleEF	LHD1	5.6490e-003	0.07
tblVehicleEF	LHD1	0.01	5.8660e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.15	2.30
tblVehicleEF	LHD1	1.03	0.80
tblVehicleEF	LHD1	2.54	0.87
tblVehicleEF	LHD1	9.27	131.32
tblVehicleEF	LHD1	612.92	640.47
tblVehicleEF	LHD1	30.90	9.41
tblVehicleEF	LHD1	0.09	1.25
tblVehicleEF	LHD1	2.32	1.80
tblVehicleEF	LHD1	1.01	0.28
tblVehicleEF	LHD1	9.6900e-004	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.2500e-004	2.2200e-004
tblVehicleEF	LHD1	9.2700e-004	0.01
tblVehicleEF	LHD1	2.5280e-003	2.5110e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.5100e-004	2.0500e-004
tblVehicleEF	LHD1	3.5540e-003	0.04
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.02	0.28
tblVehicleEF	LHD1	1.7480e-003	0.02
tblVehicleEF	LHD1	0.08	0.07

tblVehicleEF	LHD1	0.33	0.48
tblVehicleEF	LHD1	0.28	0.07
tblVehicleEF	LHD1	9.3000e-005	1.2680e-003
tblVehicleEF	LHD1	6.0140e-003	6.2270e-003
tblVehicleEF	LHD1	3.5800e-004	9.3000e-005
tblVehicleEF	LHD1	3.5540e-003	0.04
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.02	0.40
tblVehicleEF	LHD1	1.7480e-003	0.02
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.33	0.48
tblVehicleEF	LHD1	0.30	0.08
tblVehicleEF	LHD2	3.8330e-003	0.04
tblVehicleEF	LHD2	5.1000e-003	4.0970e-003
tblVehicleEF	LHD2	9.1950e-003	7.3890e-003
tblVehicleEF	LHD2	0.12	1.66
tblVehicleEF	LHD2	0.56	0.56
tblVehicleEF	LHD2	1.23	0.45
tblVehicleEF	LHD2	14.53	202.06
tblVehicleEF	LHD2	609.83	634.08
tblVehicleEF	LHD2	23.90	5.72
tblVehicleEF	LHD2	0.12	1.79
tblVehicleEF	LHD2	1.94	2.00
tblVehicleEF	LHD2	0.56	0.15
tblVehicleEF	LHD2	1.3510e-003	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	4.1000e-004	9.4000e-005
tblVehicleEF	LHD2	1.2930e-003	0.02
tblVehicleEF	LHD2	2.6930e-003	2.7370e-003

tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.7700e-004	8.7000e-005
tblVehicleEF	LHD2	1.5990e-003	0.02
tblVehicleEF	LHD2	0.04	0.03
tblVehicleEF	LHD2	0.01	0.20
tblVehicleEF	LHD2	8.1500e-004	8.4590e-003
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.12	0.04
tblVehicleEF	LHD2	1.4200e-004	1.9270e-003
tblVehicleEF	LHD2	5.9300e-003	6.1000e-003
tblVehicleEF	LHD2	2.6200e-004	5.7000e-005
tblVehicleEF	LHD2	1.5990e-003	0.02
tblVehicleEF	LHD2	0.04	0.03
tblVehicleEF	LHD2	0.02	0.27
tblVehicleEF	LHD2	8.1500e-004	8.4590e-003
tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.14	0.04
tblVehicleEF	LHD2	3.8330e-003	0.04
tblVehicleEF	LHD2	5.1600e-003	4.1300e-003
tblVehicleEF	LHD2	8.8690e-003	7.1060e-003
tblVehicleEF	LHD2	0.12	1.66
tblVehicleEF	LHD2	0.56	0.57
tblVehicleEF	LHD2	1.18	0.43
tblVehicleEF	LHD2	14.53	202.06
tblVehicleEF	LHD2	609.83	634.09
tblVehicleEF	LHD2	23.90	5.68
tblVehicleEF	LHD2	0.12	1.79
tblVehicleEF	LHD2	1.83	1.89

tblVehicleEF	LHD2	0.54	0.14
tblVehicleEF	LHD2	1.3510e-003	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	4.1000e-004	9.4000e-005
tblVehicleEF	LHD2	1.2930e-003	0.02
tblVehicleEF	LHD2	2.6930e-003	2.7370e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.7700e-004	8.7000e-005
tblVehicleEF	LHD2	3.0260e-003	0.03
tblVehicleEF	LHD2	0.05	0.04
tblVehicleEF	LHD2	0.01	0.20
tblVehicleEF	LHD2	1.5540e-003	0.02
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.12	0.03
tblVehicleEF	LHD2	1.4200e-004	1.9270e-003
tblVehicleEF	LHD2	5.9300e-003	6.1000e-003
tblVehicleEF	LHD2	2.6100e-004	5.6000e-005
tblVehicleEF	LHD2	3.0260e-003	0.03
tblVehicleEF	LHD2	0.05	0.04
tblVehicleEF	LHD2	0.02	0.27
tblVehicleEF	LHD2	1.5540e-003	0.02
tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.13	0.04
tblVehicleEF	LHD2	3.8330e-003	0.04
tblVehicleEF	LHD2	5.0860e-003	4.1010e-003
tblVehicleEF	LHD2	9.2490e-003	7.3380e-003
tblVehicleEF	LHD2	0.12	1.66

tblVehicleEF	LHD2	0.56	0.56
tblVehicleEF	LHD2	1.24	0.45
tblVehicleEF	LHD2	14.53	202.06
tblVehicleEF	LHD2	609.83	634.08
tblVehicleEF	LHD2	23.90	5.72
tblVehicleEF	LHD2	0.12	1.79
tblVehicleEF	LHD2	1.92	1.97
tblVehicleEF	LHD2	0.56	0.15
tblVehicleEF	LHD2	1.3510e-003	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	4.1000e-004	9.4000e-005
tblVehicleEF	LHD2	1.2930e-003	0.02
tblVehicleEF	LHD2	2.6930e-003	2.7370e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.7700e-004	8.7000e-005
tblVehicleEF	LHD2	1.2860e-003	0.02
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.01	0.20
tblVehicleEF	LHD2	6.9100e-004	8.8280e-003
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.10	0.21
tblVehicleEF	LHD2	0.12	0.04
tblVehicleEF	LHD2	1.4200e-004	1.9270e-003
tblVehicleEF	LHD2	5.9300e-003	6.1000e-003
tblVehicleEF	LHD2	2.6200e-004	5.7000e-005
tblVehicleEF	LHD2	1.2860e-003	0.02
tblVehicleEF	LHD2	0.04	0.04
tblVehicleEF	LHD2	0.02	0.27
tblVehicleEF	LHD2	6.9100e-004	8.8280e-003

tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	0.10	0.21
tblVehicleEF	LHD2	0.14	0.04
tblVehicleEF	MCY	0.41	0.32
tblVehicleEF	MCY	0.15	0.25
tblVehicleEF	MCY	19.93	19.76
tblVehicleEF	MCY	9.66	8.58
tblVehicleEF	MCY	164.88	207.31
tblVehicleEF	MCY	46.70	61.27
tblVehicleEF	MCY	1.13	1.13
tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	1.7160e-003	1.6670e-003
tblVehicleEF	MCY	3.4600e-003	2.9080e-003
tblVehicleEF	MCY	1.6070e-003	1.5620e-003
tblVehicleEF	MCY	3.2650e-003	2.7430e-003
tblVehicleEF	MCY	1.68	2.82
tblVehicleEF	MCY	0.86	0.79
tblVehicleEF	MCY	0.93	1.51
tblVehicleEF	MCY	2.17	2.17
tblVehicleEF	MCY	0.58	1.92
tblVehicleEF	MCY	2.09	1.86
tblVehicleEF	MCY	2.0370e-003	2.0520e-003
tblVehicleEF	MCY	6.8600e-004	6.0600e-004
tblVehicleEF	MCY	1.68	2.82
tblVehicleEF	MCY	0.86	0.79
tblVehicleEF	MCY	0.93	1.51
tblVehicleEF	MCY	2.66	2.66
tblVehicleEF	MCY	0.58	1.92
tblVehicleEF	MCY	2.27	2.02
tblVehicleEF	MCY	0.41	0.31

tblVehicleEF	MCY	0.14	0.22
tblVehicleEF	MCY	20.66	19.72
tblVehicleEF	MCY	9.11	7.89
tblVehicleEF	MCY	164.88	207.06
tblVehicleEF	MCY	46.70	59.40
tblVehicleEF	MCY	0.98	0.98
tblVehicleEF	MCY	0.29	0.25
tblVehicleEF	MCY	1.7160e-003	1.6670e-003
tblVehicleEF	MCY	3.4600e-003	2.9080e-003
tblVehicleEF	MCY	1.6070e-003	1.5620e-003
tblVehicleEF	MCY	3.2650e-003	2.7430e-003
tblVehicleEF	MCY	3.35	5.42
tblVehicleEF	MCY	1.25	1.08
tblVehicleEF	MCY	2.10	3.43
tblVehicleEF	MCY	2.15	2.12
tblVehicleEF	MCY	0.58	1.89
tblVehicleEF	MCY	1.87	1.63
tblVehicleEF	MCY	2.0470e-003	2.0490e-003
tblVehicleEF	MCY	6.7100e-004	5.8800e-004
tblVehicleEF	MCY	3.35	5.42
tblVehicleEF	MCY	1.25	1.08
tblVehicleEF	MCY	2.10	3.43
tblVehicleEF	MCY	2.63	2.60
tblVehicleEF	MCY	0.58	1.89
tblVehicleEF	MCY	2.03	1.77
tblVehicleEF	MCY	0.41	0.32
tblVehicleEF	MCY	0.15	0.24
tblVehicleEF	MCY	19.43	19.16
tblVehicleEF	MCY	9.60	8.36
tblVehicleEF	MCY	164.88	206.28

tblVehicleEF	MCY	46.70	60.77
tblVehicleEF	MCY	1.13	1.10
tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	1.7160e-003	1.6670e-003
tblVehicleEF	MCY	3.4600e-003	2.9080e-003
tblVehicleEF	MCY	1.6070e-003	1.5620e-003
tblVehicleEF	MCY	3.2650e-003	2.7430e-003
tblVehicleEF	MCY	1.60	3.24
tblVehicleEF	MCY	1.06	1.05
tblVehicleEF	MCY	0.75	1.52
tblVehicleEF	MCY	2.17	2.15
tblVehicleEF	MCY	0.66	2.19
tblVehicleEF	MCY	2.10	1.82
tblVehicleEF	MCY	2.0290e-003	2.0410e-003
tblVehicleEF	MCY	6.8600e-004	6.0100e-004
tblVehicleEF	MCY	1.60	3.24
tblVehicleEF	MCY	1.06	1.05
tblVehicleEF	MCY	0.75	1.52
tblVehicleEF	MCY	2.66	2.63
tblVehicleEF	MCY	0.66	2.19
tblVehicleEF	MCY	2.28	1.98
tblVehicleEF	MDV	0.01	6.2680e-003
tblVehicleEF	MDV	0.02	0.10
tblVehicleEF	MDV	1.58	1.28
tblVehicleEF	MDV	3.47	3.46
tblVehicleEF	MDV	501.88	430.06
tblVehicleEF	MDV	112.78	91.54
tblVehicleEF	MDV	0.19	0.13
tblVehicleEF	MDV	0.34	0.43
tblVehicleEF	MDV	1.7360e-003	1.6260e-003

tblVehicleEF	MDV	2.5110e-003	2.1290e-003
tblVehicleEF	MDV	1.6010e-003	1.5010e-003
tblVehicleEF	MDV	2.3110e-003	1.9590e-003
tblVehicleEF	MDV	0.11	0.51
tblVehicleEF	MDV	0.21	0.17
tblVehicleEF	MDV	0.09	0.44
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.11	0.49
tblVehicleEF	MDV	0.27	0.49
tblVehicleEF	MDV	5.0330e-003	4.2520e-003
tblVehicleEF	MDV	1.1890e-003	9.0600e-004
tblVehicleEF	MDV	0.11	0.51
tblVehicleEF	MDV	0.21	0.17
tblVehicleEF	MDV	0.09	0.44
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.11	0.49
tblVehicleEF	MDV	0.30	0.54
tblVehicleEF	MDV	0.02	6.9690e-003
tblVehicleEF	MDV	0.02	0.09
tblVehicleEF	MDV	1.91	1.51
tblVehicleEF	MDV	3.08	2.90
tblVehicleEF	MDV	544.80	454.20
tblVehicleEF	MDV	112.78	90.40
tblVehicleEF	MDV	0.18	0.12
tblVehicleEF	MDV	0.33	0.40
tblVehicleEF	MDV	1.7360e-003	1.6260e-003
tblVehicleEF	MDV	2.5110e-003	2.1290e-003
tblVehicleEF	MDV	1.6010e-003	1.5010e-003
tblVehicleEF	MDV	2.3110e-003	1.9590e-003
tblVehicleEF	MDV	0.22	0.95

tblVehicleEF	MDV	0.24	0.19
tblVehicleEF	MDV	0.17	0.82
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.11	0.48
tblVehicleEF	MDV	0.24	0.42
tblVehicleEF	MDV	5.4670e-003	4.4910e-003
tblVehicleEF	MDV	1.1820e-003	8.9500e-004
tblVehicleEF	MDV	0.22	0.95
tblVehicleEF	MDV	0.24	0.19
tblVehicleEF	MDV	0.17	0.82
tblVehicleEF	MDV	0.06	0.04
tblVehicleEF	MDV	0.11	0.48
tblVehicleEF	MDV	0.26	0.46
tblVehicleEF	MDV	0.01	6.1580e-003
tblVehicleEF	MDV	0.02	0.10
tblVehicleEF	MDV	1.48	1.23
tblVehicleEF	MDV	3.54	3.44
tblVehicleEF	MDV	489.12	425.98
tblVehicleEF	MDV	112.78	91.50
tblVehicleEF	MDV	0.18	0.13
tblVehicleEF	MDV	0.34	0.42
tblVehicleEF	MDV	1.7360e-003	1.6260e-003
tblVehicleEF	MDV	2.5110e-003	2.1290e-003
tblVehicleEF	MDV	1.6010e-003	1.5010e-003
tblVehicleEF	MDV	2.3110e-003	1.9590e-003
tblVehicleEF	MDV	0.09	0.49
tblVehicleEF	MDV	0.22	0.18
tblVehicleEF	MDV	0.08	0.45
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.13	0.56

tblVehicleEF	MDV	0.28	0.49
tblVehicleEF	MDV	4.9040e-003	4.2120e-003
tblVehicleEF	MDV	1.1910e-003	9.0500e-004
tblVehicleEF	MDV	0.09	0.49
tblVehicleEF	MDV	0.22	0.18
tblVehicleEF	MDV	0.08	0.45
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.13	0.56
tblVehicleEF	MDV	0.31	0.54
tblVehicleEF	MH	0.03	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.14	1.60
tblVehicleEF	MH	6.37	2.20
tblVehicleEF	MH	1,005.77	1,483.02
tblVehicleEF	MH	58.82	19.22
tblVehicleEF	MH	1.76	1.66
tblVehicleEF	MH	0.89	0.23
tblVehicleEF	MH	0.13	0.13
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.05	0.04
tblVehicleEF	MH	1.2480e-003	2.7100e-004
tblVehicleEF	MH	3.2450e-003	3.2810e-003
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.1520e-003	2.4900e-004
tblVehicleEF	MH	1.64	0.12
tblVehicleEF	MH	0.09	0.07
tblVehicleEF	MH	0.56	0.04
tblVehicleEF	MH	0.11	0.07
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.39	0.10

tblVehicleEF	MH	9.9900e-003	0.01
tblVehicleEF	MH	7.0000e-004	1.9000e-004
tblVehicleEF	MH	1.64	0.12
tblVehicleEF	MH	0.09	0.07
tblVehicleEF	MH	0.56	0.04
tblVehicleEF	MH	0.15	0.09
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.42	0.11
tblVehicleEF	MH	0.03	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.24	1.64
tblVehicleEF	MH	5.95	2.05
tblVehicleEF	MH	1,005.77	1,483.09
tblVehicleEF	MH	58.82	18.96
tblVehicleEF	MH	1.63	1.54
tblVehicleEF	MH	0.86	0.22
tblVehicleEF	MH	0.13	0.13
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.05	0.04
tblVehicleEF	MH	1.2480e-003	2.7100e-004
tblVehicleEF	MH	3.2450e-003	3.2810e-003
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.1520e-003	2.4900e-004
tblVehicleEF	MH	3.01	0.21
tblVehicleEF	MH	0.10	0.08
tblVehicleEF	MH	1.11	0.08
tblVehicleEF	MH	0.11	0.07
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.37	0.10
tblVehicleEF	MH	9.9910e-003	0.01

tblVehicleEF	MH	6.9300e-004	1.8800e-004
tblVehicleEF	MH	3.01	0.21
tblVehicleEF	MH	0.10	0.08
tblVehicleEF	MH	1.11	0.08
tblVehicleEF	MH	0.15	0.09
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.40	0.11
tblVehicleEF	MH	0.03	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.12	1.60
tblVehicleEF	MH	6.40	2.20
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tblVehicleEF	MH	58.82	19.21
tblVehicleEF	MH	1.74	1.62
tblVehicleEF	MH	0.89	0.23
tblVehicleEF	MH	0.13	0.13
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.05	0.04
tblVehicleEF	MH	1.2480e-003	2.7100e-004
tblVehicleEF	MH	3.2450e-003	3.2810e-003
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.1520e-003	2.4900e-004
tblVehicleEF	MH	1.67	0.14
tblVehicleEF	MH	0.11	0.09
tblVehicleEF	MH	0.55	0.05
tblVehicleEF	MH	0.11	0.07
tblVehicleEF	MH	0.03	1.64
tblVehicleEF	MH	0.39	0.10
tblVehicleEF	MH	9.9890e-003	0.01
tblVehicleEF	MH	7.0000e-004	1.9000e-004

tblVehicleEF	MH	1.67	0.14
tblVehicleEF	MH	0.11	0.09
tblVehicleEF	MH	0.55	0.05
tblVehicleEF	MH	0.15	0.09
tblVehicleEF	MH	0.03	1.64
tblVehicleEF	MH	0.42	0.11
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	6.1240e-003	7.1090e-003
tblVehicleEF	MHD	0.06	2.7490e-003
tblVehicleEF	MHD	0.43	3.13
tblVehicleEF	MHD	0.47	0.63
tblVehicleEF	MHD	6.54	0.33
tblVehicleEF	MHD	156.54	823.90
tblVehicleEF	MHD	1,067.94	996.67
tblVehicleEF	MHD	55.18	2.67
tblVehicleEF	MHD	1.06	8.54
tblVehicleEF	MHD	1.70	3.03
tblVehicleEF	MHD	11.65	1.14
tblVehicleEF	MHD	3.7720e-003	0.03
tblVehicleEF	MHD	0.06	0.10
tblVehicleEF	MHD	8.1800e-004	3.3000e-005
tblVehicleEF	MHD	3.6080e-003	0.03
tblVehicleEF	MHD	0.05	0.10
tblVehicleEF	MHD	7.5200e-004	3.0000e-005
tblVehicleEF	MHD	1.8750e-003	3.9160e-003
tblVehicleEF	MHD	0.05	6.3490e-003
tblVehicleEF	MHD	0.03	0.19
tblVehicleEF	MHD	9.0500e-004	2.0170e-003
tblVehicleEF	MHD	0.07	0.14
tblVehicleEF	MHD	0.02	0.03

tblVehicleEF	MHD	0.40	0.02
tblVehicleEF	MHD	1.5050e-003	7.8000e-003
tblVehicleEF	MHD	0.01	9.4650e-003
tblVehicleEF	MHD	6.6700e-004	2.6000e-005
tblVehicleEF	MHD	1.8750e-003	3.9160e-003
tblVehicleEF	MHD	0.05	6.3490e-003
tblVehicleEF	MHD	0.05	0.24
tblVehicleEF	MHD	9.0500e-004	2.0170e-003
tblVehicleEF	MHD	0.08	0.16
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.44	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	6.1890e-003	7.1350e-003
tblVehicleEF	MHD	0.06	2.6400e-003
tblVehicleEF	MHD	0.31	2.59
tblVehicleEF	MHD	0.47	0.63
tblVehicleEF	MHD	6.24	0.32
tblVehicleEF	MHD	165.81	844.30
tblVehicleEF	MHD	1,067.94	996.68
tblVehicleEF	MHD	55.18	2.63
tblVehicleEF	MHD	1.10	8.69
tblVehicleEF	MHD	1.60	2.86
tblVehicleEF	MHD	11.62	1.14
tblVehicleEF	MHD	3.1790e-003	0.03
tblVehicleEF	MHD	0.06	0.10
tblVehicleEF	MHD	8.1800e-004	3.3000e-005
tblVehicleEF	MHD	3.0420e-003	0.03
tblVehicleEF	MHD	0.05	0.10
tblVehicleEF	MHD	7.5200e-004	3.0000e-005
tblVehicleEF	MHD	3.6340e-003	7.0900e-003

tblVehicleEF	MHD	0.06	7.2690e-003
tblVehicleEF	MHD	0.03	0.18
tblVehicleEF	MHD	1.7950e-003	4.0620e-003
tblVehicleEF	MHD	0.07	0.14
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.38	0.01
tblVehicleEF	MHD	1.5920e-003	7.9940e-003
tblVehicleEF	MHD	0.01	9.4650e-003
tblVehicleEF	MHD	6.6100e-004	2.6000e-005
tblVehicleEF	MHD	3.6340e-003	7.0900e-003
tblVehicleEF	MHD	0.06	7.2690e-003
tblVehicleEF	MHD	0.04	0.23
tblVehicleEF	MHD	1.7950e-003	4.0620e-003
tblVehicleEF	MHD	0.08	0.16
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.42	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	6.0850e-003	7.1100e-003
tblVehicleEF	MHD	0.06	2.7240e-003
tblVehicleEF	MHD	0.60	3.87
tblVehicleEF	MHD	0.47	0.63
tblVehicleEF	MHD	6.63	0.33
tblVehicleEF	MHD	143.73	795.71
tblVehicleEF	MHD	1,067.94	996.67
tblVehicleEF	MHD	55.18	2.66
tblVehicleEF	MHD	1.01	8.32
tblVehicleEF	MHD	1.68	2.98
tblVehicleEF	MHD	11.66	1.14
tblVehicleEF	MHD	4.5890e-003	0.04
tblVehicleEF	MHD	0.06	0.10

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview

tblVehicleEF	MHD	8.1800e-004	3.3000e-005
tblVehicleEF	MHD	4.3910e-003	0.04
tblVehicleEF	MHD	0.05	0.10
tblVehicleEF	MHD	7.5200e-004	3.0000e-005
tblVehicleEF	MHD	1.4650e-003	4.2490e-003
tblVehicleEF	MHD	0.05	7.1500e-003
tblVehicleEF	MHD	0.04	0.20
tblVehicleEF	MHD	7.2400e-004	2.1530e-003
tblVehicleEF	MHD	0.07	0.14
tblVehicleEF	MHD	0.02	0.04
tblVehicleEF	MHD	0.40	0.02
tblVehicleEF	MHD	1.3840e-003	7.5330e-003
tblVehicleEF	MHD	0.01	9.4650e-003
tblVehicleEF	MHD	6.6800e-004	2.6000e-005
tblVehicleEF	MHD	1.4650e-003	4.2490e-003
tblVehicleEF	MHD	0.05	7.1500e-003
tblVehicleEF	MHD	0.05	0.26
tblVehicleEF	MHD	7.2400e-004	2.1530e-003
tblVehicleEF	MHD	0.08	0.16
tblVehicleEF	MHD	0.02	0.04
tblVehicleEF	MHD	0.44	0.02
tblVehicleEF	OBUS	0.01	0.13
tblVehicleEF	OBUS	9.4560e-003	0.01
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.28	8.94
tblVehicleEF	OBUS	0.63	1.34
tblVehicleEF	OBUS	6.57	1.84
tblVehicleEF	OBUS	74.57	1,486.15
tblVehicleEF	OBUS	1,103.17	1,428.64
tblVehicleEF	OBUS	70.73	14.20

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview

tblVehicleEF	OBUS	0.39	11.29
tblVehicleEF	OBUS	1.35	2.46
tblVehicleEF	OBUS	2.21	0.77
tblVehicleEF	OBUS	1.7700e-004	0.06
tblVehicleEF	OBUS	0.13	0.13
tblVehicleEF	OBUS	7.1510e-003	0.06
tblVehicleEF	OBUS	8.2800e-004	1.4300e-004
tblVehicleEF	OBUS	1.6900e-004	0.05
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	6.8270e-003	0.06
tblVehicleEF	OBUS	7.6200e-004	1.3200e-004
tblVehicleEF	OBUS	2.2350e-003	0.03
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	1.00
tblVehicleEF	OBUS	9.4600e-004	0.01
tblVehicleEF	OBUS	0.04	0.13
tblVehicleEF	OBUS	0.05	0.18
tblVehicleEF	OBUS	0.41	0.09
tblVehicleEF	OBUS	7.2400e-004	0.01
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	8.2300e-004	1.4100e-004
tblVehicleEF	OBUS	2.2350e-003	0.03
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	1.26
tblVehicleEF	OBUS	9.4600e-004	0.01
tblVehicleEF	OBUS	0.06	0.16
tblVehicleEF	OBUS	0.05	0.18
tblVehicleEF	OBUS	0.45	0.10
tblVehicleEF	OBUS	0.01	0.13
tblVehicleEF	OBUS	9.6420e-003	0.01

tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.26	8.33
tblVehicleEF	OBUS	0.65	1.36
tblVehicleEF	OBUS	6.15	1.71
tblVehicleEF	OBUS	77.97	1,506.30
tblVehicleEF	OBUS	1,103.17	1,428.68
tblVehicleEF	OBUS	70.73	13.98
tblVehicleEF	OBUS	0.40	11.40
tblVehicleEF	OBUS	1.26	2.30
tblVehicleEF	OBUS	2.17	0.77
tblVehicleEF	OBUS	1.4900e-004	0.05
tblVehicleEF	OBUS	0.13	0.13
tblVehicleEF	OBUS	7.1510e-003	0.06
tblVehicleEF	OBUS	8.2800e-004	1.4300e-004
tblVehicleEF	OBUS	1.4300e-004	0.05
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	6.8270e-003	0.06
tblVehicleEF	OBUS	7.6200e-004	1.3200e-004
tblVehicleEF	OBUS	4.1760e-003	0.06
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	0.99
tblVehicleEF	OBUS	1.8320e-003	0.03
tblVehicleEF	OBUS	0.04	0.13
tblVehicleEF	OBUS	0.05	0.18
tblVehicleEF	OBUS	0.39	0.09
tblVehicleEF	OBUS	7.5600e-004	0.01
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	8.1600e-004	1.3800e-004
tblVehicleEF	OBUS	4.1760e-003	0.06
tblVehicleEF	OBUS	0.02	0.02

tblVehicleEF	OBUS	0.05	1.25
tblVehicleEF	OBUS	1.8320e-003	0.03
tblVehicleEF	OBUS	0.06	0.16
tblVehicleEF	OBUS	0.05	0.18
tblVehicleEF	OBUS	0.43	0.09
tblVehicleEF	OBUS	0.01	0.13
tblVehicleEF	OBUS	9.4220e-003	0.01
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.29	9.79
tblVehicleEF	OBUS	0.63	1.34
tblVehicleEF	OBUS	6.63	1.83
tblVehicleEF	OBUS	69.87	1,458.33
tblVehicleEF	OBUS	1,103.17	1,428.64
tblVehicleEF	OBUS	70.73	14.19
tblVehicleEF	OBUS	0.37	11.14
tblVehicleEF	OBUS	1.34	2.41
tblVehicleEF	OBUS	2.21	0.77
tblVehicleEF	OBUS	2.1500e-004	0.07
tblVehicleEF	OBUS	0.13	0.13
tblVehicleEF	OBUS	7.1510e-003	0.06
tblVehicleEF	OBUS	8.2800e-004	1.4300e-004
tblVehicleEF	OBUS	2.0600e-004	0.07
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	6.8270e-003	0.06
tblVehicleEF	OBUS	7.6200e-004	1.3200e-004
tblVehicleEF	OBUS	1.9540e-003	0.04
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	1.01
tblVehicleEF	OBUS	8.7300e-004	0.02
tblVehicleEF	OBUS	0.04	0.13

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview

tblVehicleEF	OBUS	0.05	0.19
tblVehicleEF	OBUS	0.42	0.09
tblVehicleEF	OBUS	6.7900e-004	0.01
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	8.2400e-004	1.4000e-004
tblVehicleEF	OBUS	1.9540e-003	0.04
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	1.27
tblVehicleEF	OBUS	8.7300e-004	0.02
tblVehicleEF	OBUS	0.06	0.16
tblVehicleEF	OBUS	0.05	0.19
tblVehicleEF	OBUS	0.45	0.10
tblVehicleEF	SBUS	0.85	0.86
tblVehicleEF	SBUS	0.01	7.4070e-003
tblVehicleEF	SBUS	0.06	0.02
tblVehicleEF	SBUS	7.81	32.73
tblVehicleEF	SBUS	0.66	0.61
tblVehicleEF	SBUS	6.73	2.74
tblVehicleEF	SBUS	1,154.91	3,383.64
tblVehicleEF	SBUS	1,108.94	1,127.26
tblVehicleEF	SBUS	53.24	17.35
tblVehicleEF	SBUS	10.58	31.49
tblVehicleEF	SBUS	4.99	4.99
tblVehicleEF	SBUS	12.59	0.58
tblVehicleEF	SBUS	0.01	0.04
tblVehicleEF	SBUS	0.74	0.74
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.4200e-004	1.0400e-004
tblVehicleEF	SBUS	0.01	0.04

tbIVehicleEF	SBUS	0.32	0.32
tbIVehicleEF	SBUS	2.7000e-003	2.6420e-003
tbIVehicleEF	SBUS	0.03	0.03
tbIVehicleEF	SBUS	4.0600e-004	9.6000e-005
tbIVehicleEF	SBUS	4.5410e-003	0.01
tbIVehicleEF	SBUS	0.03	0.02
tbIVehicleEF	SBUS	0.94	4.00
tbIVehicleEF	SBUS	2.0600e-003	6.2980e-003
tbIVehicleEF	SBUS	0.11	0.10
tbIVehicleEF	SBUS	0.02	0.14
tbIVehicleEF	SBUS	0.37	0.11
tbIVehicleEF	SBUS	0.01	0.03
tbIVehicleEF	SBUS	0.01	0.01
tbIVehicleEF	SBUS	6.4900e-004	1.7200e-004
tbIVehicleEF	SBUS	4.5410e-003	0.01
tbIVehicleEF	SBUS	0.03	0.02
tbIVehicleEF	SBUS	1.35	5.77
tbIVehicleEF	SBUS	2.0600e-003	6.2980e-003
tbIVehicleEF	SBUS	0.13	0.12
tbIVehicleEF	SBUS	0.02	0.14
tbIVehicleEF	SBUS	0.40	0.13
tbIVehicleEF	SBUS	0.85	0.86
tbIVehicleEF	SBUS	0.01	7.5000e-003
tbIVehicleEF	SBUS	0.05	0.02
tbIVehicleEF	SBUS	7.67	32.36
tbIVehicleEF	SBUS	0.67	0.62
tbIVehicleEF	SBUS	4.88	1.97
tbIVehicleEF	SBUS	1,207.92	3,480.26
tbIVehicleEF	SBUS	1,108.94	1,127.28
tbIVehicleEF	SBUS	53.24	16.06

tblVehicleEF	SBUS	10.92	32.36
tblVehicleEF	SBUS	4.69	4.70
tblVehicleEF	SBUS	12.56	0.57
tblVehicleEF	SBUS	0.01	0.03
tblVehicleEF	SBUS	0.74	0.74
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.4200e-004	1.0400e-004
tblVehicleEF	SBUS	9.8070e-003	0.03
tblVehicleEF	SBUS	0.32	0.32
tblVehicleEF	SBUS	2.7000e-003	2.6420e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.0600e-004	9.6000e-005
tblVehicleEF	SBUS	8.2250e-003	0.02
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	0.93	3.99
tblVehicleEF	SBUS	3.8990e-003	0.01
tblVehicleEF	SBUS	0.11	0.10
tblVehicleEF	SBUS	0.01	0.13
tblVehicleEF	SBUS	0.31	0.10
tblVehicleEF	SBUS	0.01	0.03
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.1800e-004	1.5900e-004
tblVehicleEF	SBUS	8.2250e-003	0.02
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	1.35	5.77
tblVehicleEF	SBUS	3.8990e-003	0.01
tblVehicleEF	SBUS	0.13	0.12
tblVehicleEF	SBUS	0.01	0.13
tblVehicleEF	SBUS	0.34	0.10

tblVehicleEF	SBUS	0.85	0.86
tblVehicleEF	SBUS	0.01	7.4050e-003
tblVehicleEF	SBUS	0.07	0.02
tblVehicleEF	SBUS	7.99	33.23
tblVehicleEF	SBUS	0.66	0.61
tblVehicleEF	SBUS	7.09	2.80
tblVehicleEF	SBUS	1,081.70	3,250.22
tblVehicleEF	SBUS	1,108.94	1,127.26
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tblVehicleEF	SBUS	4.94	4.92
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tblVehicleEF	SBUS	0.01	0.05
tblVehicleEF	SBUS	0.74	0.74
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.4200e-004	1.0400e-004
tblVehicleEF	SBUS	0.01	0.04
tblVehicleEF	SBUS	0.32	0.32
tblVehicleEF	SBUS	2.7000e-003	2.6420e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.0600e-004	9.6000e-005
tblVehicleEF	SBUS	4.1410e-003	0.01
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	0.94	4.01
tblVehicleEF	SBUS	1.9980e-003	6.5450e-003
tblVehicleEF	SBUS	0.11	0.10
tblVehicleEF	SBUS	0.02	0.17
tblVehicleEF	SBUS	0.38	0.12
tblVehicleEF	SBUS	0.01	0.03

tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.5500e-004	1.7300e-004
tblVehicleEF	SBUS	4.1410e-003	0.01
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	1.35	5.78
tblVehicleEF	SBUS	1.9980e-003	6.5450e-003
tblVehicleEF	SBUS	0.13	0.12
tblVehicleEF	SBUS	0.02	0.17
tblVehicleEF	SBUS	0.42	0.13
tblVehicleEF	UBUS	1.60	3.04
tblVehicleEF	UBUS	0.09	0.02
tblVehicleEF	UBUS	10.35	23.58
tblVehicleEF	UBUS	16.43	2.03
tblVehicleEF	UBUS	1,836.48	1,641.57
tblVehicleEF	UBUS	155.92	24.35
tblVehicleEF	UBUS	5.46	0.30
tblVehicleEF	UBUS	12.53	0.24
tblVehicleEF	UBUS	0.50	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.06	2.1590e-003
tblVehicleEF	UBUS	1.6630e-003	2.1700e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.0570e-003
tblVehicleEF	UBUS	0.06	2.0460e-003
tblVehicleEF	UBUS	1.5380e-003	1.9900e-004
tblVehicleEF	UBUS	0.01	5.5670e-003
tblVehicleEF	UBUS	0.13	0.01
tblVehicleEF	UBUS	5.4970e-003	3.2120e-003
tblVehicleEF	UBUS	0.64	0.05
tblVehicleEF	UBUS	0.03	0.05

tblVehicleEF	UBUS	1.28	0.09
tblVehicleEF	UBUS	0.01	6.3860e-003
tblVehicleEF	UBUS	1.8570e-003	2.4100e-004
tblVehicleEF	UBUS	0.01	5.5670e-003
tblVehicleEF	UBUS	0.13	0.01
tblVehicleEF	UBUS	5.4970e-003	3.2120e-003
tblVehicleEF	UBUS	2.30	3.11
tblVehicleEF	UBUS	0.03	0.05
tblVehicleEF	UBUS	1.40	0.10
tblVehicleEF	UBUS	1.61	3.04
tblVehicleEF	UBUS	0.09	0.02
tblVehicleEF	UBUS	10.64	23.58
tblVehicleEF	UBUS	14.18	1.72
tblVehicleEF	UBUS	1,836.48	1,641.57
tblVehicleEF	UBUS	155.92	23.84
tblVehicleEF	UBUS	5.09	0.29
tblVehicleEF	UBUS	12.44	0.23
tblVehicleEF	UBUS	0.50	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.06	2.1590e-003
tblVehicleEF	UBUS	1.6630e-003	2.1700e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.0570e-003
tblVehicleEF	UBUS	0.06	2.0460e-003
tblVehicleEF	UBUS	1.5380e-003	1.9900e-004
tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	0.17	0.01
tblVehicleEF	UBUS	0.01	6.7530e-003
tblVehicleEF	UBUS	0.65	0.05
tblVehicleEF	UBUS	0.03	0.05

tblVehicleEF	UBUS	1.17	0.09
tblVehicleEF	UBUS	0.01	6.3870e-003
tblVehicleEF	UBUS	1.8170e-003	2.3600e-004
tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	0.17	0.01
tblVehicleEF	UBUS	0.01	6.7530e-003
tblVehicleEF	UBUS	2.31	3.11
tblVehicleEF	UBUS	0.03	0.05
tblVehicleEF	UBUS	1.28	0.09
tblVehicleEF	UBUS	1.60	3.04
tblVehicleEF	UBUS	0.10	0.02
tblVehicleEF	UBUS	10.37	23.58
tblVehicleEF	UBUS	16.61	2.01
tblVehicleEF	UBUS	1,836.48	1,641.57
tblVehicleEF	UBUS	155.92	24.32
tblVehicleEF	UBUS	5.42	0.29
tblVehicleEF	UBUS	12.54	0.24
tblVehicleEF	UBUS	0.50	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.06	2.1590e-003
tblVehicleEF	UBUS	1.6630e-003	2.1700e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.0570e-003
tblVehicleEF	UBUS	0.06	2.0460e-003
tblVehicleEF	UBUS	1.5380e-003	1.9900e-004
tblVehicleEF	UBUS	0.01	6.0360e-003
tblVehicleEF	UBUS	0.16	0.01
tblVehicleEF	UBUS	4.7660e-003	3.4290e-003
tblVehicleEF	UBUS	0.64	0.05
tblVehicleEF	UBUS	0.03	0.06

tblVehicleEF	UBUS	1.29	0.09
tblVehicleEF	UBUS	0.01	6.3860e-003
tblVehicleEF	UBUS	1.8600e-003	2.4100e-004
tblVehicleEF	UBUS	0.01	6.0360e-003
tblVehicleEF	UBUS	0.16	0.01
tblVehicleEF	UBUS	4.7660e-003	3.4290e-003
tblVehicleEF	UBUS	2.30	3.11
tblVehicleEF	UBUS	0.03	0.06
tblVehicleEF	UBUS	1.42	0.10
tblVehicleTrips	ST_TR	1.68	0.92
tblVehicleTrips	SU_TR	1.68	0.92
tblVehicleTrips	WD_TR	1.68	0.92

2.0 Emissions Summary

**2.2 Overall Operational
Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	3.2626	9.0000e-005	0.0103	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0199	0.0199	5.0000e-005	0.0000	0.0212
Energy	8.7600e-003	0.0796	0.0669	4.8000e-004		6.0500e-003	6.0500e-003		6.0500e-003	6.0500e-003	0.0000	688.2201	688.2201	0.0265	6.7300e-003	690.8872
Mobile	1.0314	13.7487	9.5179	0.0386	1.3018	0.1481	1.4499	0.3594	0.1416	0.5010	0.0000	3,696.4341	3,696.4341	0.0881	0.0000	3,698.6367
Offroad	0.1505	1.3562	1.2336	1.6000e-003		0.1010	0.1010		0.0930	0.0930	0.0000	140.3613	140.3613	0.0454	0.0000	141.4962
Stationary	0.2461	0.9632	0.6277	1.1800e-003		0.0362	0.0362		0.0362	0.0362	0.0000	114.2392	114.2392	0.0160	0.0000	114.6396
Waste						0.0000	0.0000		0.0000	0.0000	152.6492	0.0000	152.6492	9.0213	0.0000	378.1819

Water						0.0000	0.0000		0.0000	0.0000	58.6920	767.5224	826.2143	6.0599	0.1489	1,022.0830
Total	4.6994	16.1478	11.4563	0.0418	1.3018	0.2915	1.5932	0.3594	0.2769	0.6363	211.3412	5,406.7969	5,618.1380	15.2573	0.1556	6,045.9457

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	3.2626	9.0000e-005	0.0103	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0199	0.0199	5.0000e-005	0.0000	0.0212
Energy	6.1700e-003	0.0561	0.0471	3.4000e-004		4.2600e-003	4.2600e-003		4.2600e-003	4.2600e-003	0.0000	410.6396	410.6396	0.0156	4.1100e-003	412.2531
Mobile	1.0147	13.3427	9.3292	0.0370	1.2234	0.1401	1.3635	0.3378	0.1339	0.4717	0.0000	3,539.7137	3,539.7137	0.0848	0.0000	3,541.8328
Offroad	0.1505	1.3562	1.2336	1.6000e-003		0.1010	0.1010		0.0930	0.0930	0.0000	140.3613	140.3613	0.0454	0.0000	141.4962
Stationary	0.2461	0.9632	0.6277	1.1800e-003		0.0362	0.0362		0.0362	0.0362	0.0000	114.2392	114.2392	0.0160	0.0000	114.6396
Waste						0.0000	0.0000		0.0000	0.0000	76.3246	0.0000	76.3246	4.5107	0.0000	189.0910
Water						0.0000	0.0000		0.0000	0.0000	46.9536	614.0179	660.9715	4.8479	0.1191	817.6664
Total	4.6801	15.7183	11.2478	0.0401	1.2234	0.2816	1.5050	0.3378	0.2674	0.6051	123.2782	4,818.9915	4,942.2697	9.5204	0.1232	5,217.0002

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.41	2.66	1.82	4.23	6.02	3.37	5.54	6.02	3.42	4.89	41.67	10.87	12.03	37.60	20.82	13.71

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

- Improve Pedestrian Network
- Implement Trip Reduction Program

Market Commute Trip Reduction Option
 Employee Vanpool/Shuttle
 Provide Ride Sharing Program

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.0147	13.3427	9.3292	0.0370	1.2234	0.1401	1.3635	0.3378	0.1339	0.4717	0.0000	3,539.7137	3,539.7137	0.0848	0.0000	3,541.8328
Unmitigated	1.0314	13.7487	9.5179	0.0386	1.3018	0.1481	1.4499	0.3594	0.1416	0.5010	0.0000	3,696.4341	3,696.4341	0.0881	0.0000	3,698.6367

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Unrefrigerated Warehouse-No Rail	184.00	184.00	184.00	788,572	741,105
Unrefrigerated Warehouse-No Rail	552.00	552.00	552.00	2,365,716	2,223,315
Total	736.00	736.00	736.00	3,154,288	2,964,420

4.3 Trip Type Information

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
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Unrefrigerated Warehouse-No Rail	0.088364	0.038449	0.184390	0.122109	0.017402	0.064400	0.131700	0.343900	0.001365	0.001213	0.004629	0.000959	0.001120

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5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	349.5914	349.5914	0.0144	2.9900e-003	350.8421
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	601.5573	601.5573	0.0248	5.1400e-003	603.7093
NaturalGas Mitigated	6.1700e-003	0.0561	0.0471	3.4000e-004		4.2600e-003	4.2600e-003		4.2600e-003	4.2600e-003	0.0000	61.0482	61.0482	1.1700e-003	1.1200e-003	61.4110
NaturalGas Unmitigated	8.7600e-003	0.0796	0.0669	4.8000e-004		6.0500e-003	6.0500e-003		6.0500e-003	6.0500e-003	0.0000	86.6628	86.6628	1.6600e-003	1.5900e-003	87.1778

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Unrefrigerated Warehouse-No Rail	1.218e+006	6.5700e-003	0.0597	0.0502	3.6000e-004		4.5400e-003	4.5400e-003		4.5400e-003	4.5400e-003	0.0000	64.9971	64.9971	1.2500e-003	1.1900e-003	65.3834
Unrefrigerated Warehouse-No Rail	406000	2.1900e-003	0.0199	0.0167	1.2000e-004		1.5100e-003	1.5100e-003		1.5100e-003	1.5100e-003	0.0000	21.6657	21.6657	4.2000e-004	4.0000e-004	21.7945

Total		8.7600e-003	0.0796	0.0669	4.8000e-004		6.0500e-003	6.0500e-003		6.0500e-003	6.0500e-003	0.0000	86.6628	86.6628	1.6700e-003	1.5900e-003	87.1778
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Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Unrefrigerated Warehouse-No 5	286000	1.5400e-003	0.0140	0.0118	8.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003	0.0000	15.2621	15.2621	2.9000e-004	2.8000e-004	15.3527
Unrefrigerated Warehouse-No 6	858000	4.6300e-003	0.0421	0.0353	2.5000e-004		3.2000e-003	3.2000e-003		3.2000e-003	3.2000e-003	0.0000	45.7862	45.7862	8.8000e-004	8.4000e-004	46.0582
Total		6.1700e-003	0.0561	0.0471	3.3000e-004		4.2700e-003	4.2700e-003		4.2700e-003	4.2700e-003	0.0000	61.0482	61.0482	1.1700e-003	1.1200e-003	61.4110

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Unrefrigerated Warehouse-No 6	1.416e+006	451.1679	0.0186	3.8500e-003	452.7820
Unrefrigerated Warehouse-No 5	472000	150.3893	6.2100e-003	1.2800e-003	150.9273
Total		601.5573	0.0248	5.1300e-003	603.7093

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Unrefrigerated Warehouse-No Rail	274300	87.3979	3.6100e-003	7.5000e-004	87.7105
Unrefrigerated Warehouse-No Rail	822900	262.1936	0.0108	2.2400e-003	263.1316
Total		349.5914	0.0144	2.9900e-003	350.8421

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	3.2626	9.0000e-005	0.0103	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0199	0.0199	5.0000e-005	0.0000	0.0212
Unmitigated	3.2626	9.0000e-005	0.0103	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0199	0.0199	5.0000e-005	0.0000	0.0212

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					

Architectural Coating	0.3708					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.8908					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	9.7000e-004	9.0000e-005	0.0103	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0199	0.0199	5.0000e-005	0.0000	0.0212
Total	3.2626	9.0000e-005	0.0103	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0199	0.0199	5.0000e-005	0.0000	0.0212

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
SubCategory	tons/yr										MT/yr						
Architectural Coating	0.3708						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Consumer Products	2.8908						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Landscaping	9.7000e-004	9.0000e-005	0.0103	0.0000			4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0199	0.0199	5.0000e-005	0.0000	0.0212
Total	3.2626	9.0000e-005	0.0103	0.0000			4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0199	0.0199	5.0000e-005	0.0000	0.0212

7.0 Water Detail

7.1 Mitigation Measures Water

- Install Low Flow Bathroom Faucet
- Install Low Flow Kitchen Faucet
- Install Low Flow Toilet
- Install Low Flow Shower
- Use Water Efficient Irrigation System

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	660.9715	4.8479	0.1191	817.6664
Unmitigated	826.2143	6.0599	0.1489	1,022.0830

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Unrefrigerated Warehouse-No Pail	185 / 0	826.2143	6.0599	0.1489	1,022.0830
Total		826.2143	6.0599	0.1489	1,022.0830

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e

Land Use	Mgal	MT/yr			
Unrefrigerated Warehouse-No	148 / 0	660.9715	4.8479	0.1191	817.6664
Total		660.9715	4.8479	0.1191	817.6664

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	76.3246	4.5107	0.0000	189.0910
Unmitigated	152.6492	9.0213	0.0000	378.1819

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			

Unrefrigerated Warehouse-No Rail	752	152.6492	9.0213	0.0000	378.1819
Total		152.6492	9.0213	0.0000	378.1819

Mitigated

Land Use	Waste Disposed tons	Total CO2 MT/yr	CH4 MT/yr	N2O MT/yr	CO2e MT/yr
Unrefrigerated Warehouse-No Rail	376	76.3246	4.5107	0.0000	189.0910
Total		76.3246	4.5107	0.0000	189.0910

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Forklifts	8	8.00	260	89	0.20	Electrical

UnMitigated/Mitigated

Equipment Type	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										MT/yr					
Forklifts	0.1505	1.3562	1.2336	1.6000e-003		0.1010	0.1010		0.0930	0.0930	0.0000	140.3613	140.3613	0.0454	0.0000	141.4962

Total	0.1505	1.3562	1.2336	1.6000e-003		0.1010	0.1010		0.0930	0.0930	0.0000	140.3613	140.3613	0.0454	0.0000	141.4962
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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
Fire Pump	2	3	100	500	0.73	Diesel
Emergency Generator	2	3	100	1000	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	tons/yr										MT/yr					
Emergency Generator - Diesel (750 - 9000 HP)	0.1641	0.7339	0.4184	7.9000e-004		0.0241	0.0241		0.0241	0.0241	0.0000	76.1594	76.1594	0.0107	0.0000	76.4264
Fire Pump - Diesel (300 - 600 HP)	0.0820	0.2293	0.2092	3.9000e-004		0.0121	0.0121		0.0121	0.0121	0.0000	38.0797	38.0797	5.3400e-003	0.0000	38.2132
Total	0.2461	0.9632	0.6277	1.1800e-003		0.0362	0.0362		0.0362	0.0362	0.0000	114.2392	114.2392	0.0160	0.0000	114.6396

11.0 Vegetation

HFCP - Proposed Project - Logistics Skechers Rates - Riverside-South Coast County, Summer

**HFCP - Proposed Project - Logistics Skechers Rates
Riverside-South Coast County, Summer**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	200.00	1000sqft	4.59	200,000.00	0
Unrefrigerated Warehouse-No Rail	600.00	1000sqft	13.77	600,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.4	Precipitation Freq (Days)	28
Climate Zone	10			Operational Year	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

- Project Characteristics -
- Land Use -
- Construction Phase - operational only run
- Vehicle Trips - Trip rates per Skechers counts
- Energy Use -
- Mobile Land Use Mitigation -
- Mobile Commute Mitigation - Trip reduction program, transit incentives, shuttles, ride sharing per MM AQ-5
- Area Mitigation -

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Energy Mitigation - Reduced energy per updated Title 24, MM AQ-4 Energy Star Appliances, MM AQ-9 LEED

Water Mitigation -

Waste Mitigation - MM AQ-8 Solid Waste Diversion

Fleet Mix - Per DEIR, fleet mix, HHD = 34.39%, MHD = 13.17%, LDH2=6.44%, Passenger = 46%

Operational Off-Road Equipment - equipment

Stationary Sources - Emergency Generators and Fire Pumps -

Vehicle Emission Factors - Updated with EMFAC 2017

Vehicle Emission Factors - Updated with EMFAC 2017

Vehicle Emission Factors - Updated with EMFAC 2017

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblFleetMix	HHD	0.07	0.34
tblFleetMix	LDA	0.54	0.09
tblFleetMix	LHD2	5.3390e-003	0.06
tblFleetMix	MHD	0.02	0.13
tblOperationalOffRoadEquipment	OperFuelType	Diesel	Electrical
tblOperationalOffRoadEquipment	OperLoadFactor	0.20	0.20
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	8.00
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	500.00
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	1,000.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	3.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	3.00
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	100.00
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	100.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	2.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	2.00

tbIVehicleEF	HHD	1.50	0.22
tbIVehicleEF	HHD	0.03	0.03
tbIVehicleEF	HHD	0.11	0.00
tbIVehicleEF	HHD	3.46	57.15
tbIVehicleEF	HHD	0.46	0.49
tbIVehicleEF	HHD	1.51	1.5810e-003
tbIVehicleEF	HHD	6,555.40	11,402.12
tbIVehicleEF	HHD	1,477.34	1,404.21
tbIVehicleEF	HHD	4.68	0.01
tbIVehicleEF	HHD	27.96	62.45
tbIVehicleEF	HHD	3.07	3.84
tbIVehicleEF	HHD	20.33	1.89
tbIVehicleEF	HHD	0.02	0.12
tbIVehicleEF	HHD	0.06	0.06
tbIVehicleEF	HHD	0.04	0.04
tbIVehicleEF	HHD	0.02	0.07
tbIVehicleEF	HHD	4.0000e-005	0.00
tbIVehicleEF	HHD	0.02	0.12
tbIVehicleEF	HHD	0.03	0.03
tbIVehicleEF	HHD	8.8710e-003	8.8120e-003
tbIVehicleEF	HHD	0.02	0.06
tbIVehicleEF	HHD	3.7000e-005	0.00
tbIVehicleEF	HHD	9.2000e-005	2.6000e-005
tbIVehicleEF	HHD	2.7720e-003	4.5000e-005
tbIVehicleEF	HHD	0.90	4.69
tbIVehicleEF	HHD	5.1000e-005	1.6000e-005
tbIVehicleEF	HHD	0.07	0.11
tbIVehicleEF	HHD	1.9500e-004	2.3800e-004
tbIVehicleEF	HHD	0.05	0.00
tbIVehicleEF	HHD	0.06	0.11

tbIVehicleEF	HHD	0.01	0.01
tbIVehicleEF	HHD	7.2000e-005	0.00
tbIVehicleEF	HHD	9.2000e-005	2.6000e-005
tbIVehicleEF	HHD	2.7720e-003	4.5000e-005
tbIVehicleEF	HHD	1.03	5.34
tbIVehicleEF	HHD	5.1000e-005	1.6000e-005
tbIVehicleEF	HHD	0.11	0.14
tbIVehicleEF	HHD	1.9500e-004	2.3800e-004
tbIVehicleEF	HHD	0.06	0.00
tbIVehicleEF	HHD	1.42	0.23
tbIVehicleEF	HHD	0.03	0.03
tbIVehicleEF	HHD	0.11	0.00
tbIVehicleEF	HHD	2.53	55.60
tbIVehicleEF	HHD	0.46	0.49
tbIVehicleEF	HHD	1.43	1.4920e-003
tbIVehicleEF	HHD	6,940.41	11,398.05
tbIVehicleEF	HHD	1,477.34	1,404.21
tbIVehicleEF	HHD	4.68	0.01
tbIVehicleEF	HHD	28.85	60.97
tbIVehicleEF	HHD	2.90	3.63
tbIVehicleEF	HHD	20.32	1.89
tbIVehicleEF	HHD	0.02	0.12
tbIVehicleEF	HHD	0.06	0.06
tbIVehicleEF	HHD	0.04	0.04
tbIVehicleEF	HHD	0.02	0.07
tbIVehicleEF	HHD	4.0000e-005	0.00
tbIVehicleEF	HHD	0.01	0.11
tbIVehicleEF	HHD	0.03	0.03
tbIVehicleEF	HHD	8.8710e-003	8.8120e-003
tbIVehicleEF	HHD	0.02	0.06

tbIVehicleEF	HHD	3.7000e-005	0.00
tbIVehicleEF	HHD	1.7900e-004	4.9000e-005
tbIVehicleEF	HHD	3.1980e-003	5.0000e-005
tbIVehicleEF	HHD	0.84	4.86
tbIVehicleEF	HHD	1.0100e-004	3.3000e-005
tbIVehicleEF	HHD	0.07	0.11
tbIVehicleEF	HHD	2.0100e-004	2.4400e-004
tbIVehicleEF	HHD	0.05	0.00
tbIVehicleEF	HHD	0.07	0.11
tbIVehicleEF	HHD	0.01	0.01
tbIVehicleEF	HHD	7.1000e-005	0.00
tbIVehicleEF	HHD	1.7900e-004	4.9000e-005
tbIVehicleEF	HHD	3.1980e-003	5.0000e-005
tbIVehicleEF	HHD	0.97	5.54
tbIVehicleEF	HHD	1.0100e-004	3.3000e-005
tbIVehicleEF	HHD	0.11	0.14
tbIVehicleEF	HHD	2.0100e-004	2.4400e-004
tbIVehicleEF	HHD	0.05	0.00
tbIVehicleEF	HHD	1.62	0.21
tbIVehicleEF	HHD	0.03	0.03
tbIVehicleEF	HHD	0.11	0.00
tbIVehicleEF	HHD	4.76	59.28
tbIVehicleEF	HHD	0.46	0.49
tbIVehicleEF	HHD	1.51	1.5640e-003
tbIVehicleEF	HHD	6,023.73	11,407.74
tbIVehicleEF	HHD	1,477.34	1,404.21
tbIVehicleEF	HHD	4.68	0.01
tbIVehicleEF	HHD	26.74	64.48
tbIVehicleEF	HHD	3.05	3.79
tbIVehicleEF	HHD	20.33	1.89

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tbIVehicleEF	HHD	0.02	0.13
tbIVehicleEF	HHD	0.06	0.06
tbIVehicleEF	HHD	0.04	0.04
tbIVehicleEF	HHD	0.02	0.07
tbIVehicleEF	HHD	4.0000e-005	0.00
tbIVehicleEF	HHD	0.02	0.13
tbIVehicleEF	HHD	0.03	0.03
tbIVehicleEF	HHD	8.8710e-003	8.8120e-003
tbIVehicleEF	HHD	0.02	0.06
tbIVehicleEF	HHD	3.7000e-005	0.00
tbIVehicleEF	HHD	7.4000e-005	2.7000e-005
tbIVehicleEF	HHD	2.9910e-003	5.1000e-005
tbIVehicleEF	HHD	0.96	4.45
tbIVehicleEF	HHD	4.5000e-005	1.7000e-005
tbIVehicleEF	HHD	0.07	0.11
tbIVehicleEF	HHD	2.0800e-004	2.5200e-004
tbIVehicleEF	HHD	0.05	0.00
tbIVehicleEF	HHD	0.06	0.11
tbIVehicleEF	HHD	0.01	0.01
tbIVehicleEF	HHD	7.2000e-005	0.00
tbIVehicleEF	HHD	7.4000e-005	2.7000e-005
tbIVehicleEF	HHD	2.9910e-003	5.1000e-005
tbIVehicleEF	HHD	1.11	5.07
tbIVehicleEF	HHD	4.5000e-005	1.7000e-005
tbIVehicleEF	HHD	0.11	0.14
tbIVehicleEF	HHD	2.0800e-004	2.5200e-004
tbIVehicleEF	HHD	0.06	0.00
tbIVehicleEF	LDA	4.4730e-003	2.7930e-003
tbIVehicleEF	LDA	6.2970e-003	0.06
tbIVehicleEF	LDA	0.62	0.71

tbIVehicleEF	LDA	1.29	2.21
tbIVehicleEF	LDA	266.01	270.87
tbIVehicleEF	LDA	60.91	56.42
tbIVehicleEF	LDA	0.05	0.05
tbIVehicleEF	LDA	0.09	0.20
tbIVehicleEF	LDA	1.6430e-003	1.5090e-003
tbIVehicleEF	LDA	2.2790e-003	1.9920e-003
tbIVehicleEF	LDA	1.5150e-003	1.3900e-003
tbIVehicleEF	LDA	2.0950e-003	1.8320e-003
tbIVehicleEF	LDA	0.06	0.30
tbIVehicleEF	LDA	0.11	0.10
tbIVehicleEF	LDA	0.04	0.23
tbIVehicleEF	LDA	0.01	0.01
tbIVehicleEF	LDA	0.04	0.22
tbIVehicleEF	LDA	0.08	0.25
tbIVehicleEF	LDA	2.6640e-003	2.6800e-003
tbIVehicleEF	LDA	6.3100e-004	5.5800e-004
tbIVehicleEF	LDA	0.06	0.30
tbIVehicleEF	LDA	0.11	0.10
tbIVehicleEF	LDA	0.04	0.23
tbIVehicleEF	LDA	0.02	0.02
tbIVehicleEF	LDA	0.04	0.22
tbIVehicleEF	LDA	0.09	0.28
tbIVehicleEF	LDA	5.0810e-003	3.1460e-003
tbIVehicleEF	LDA	5.4700e-003	0.05
tbIVehicleEF	LDA	0.76	0.85
tbIVehicleEF	LDA	1.14	1.85
tbIVehicleEF	LDA	289.77	292.94
tbIVehicleEF	LDA	60.91	55.74
tbIVehicleEF	LDA	0.05	0.04

tblVehicleEF	LDA	0.08	0.19
tblVehicleEF	LDA	1.6430e-003	1.5090e-003
tblVehicleEF	LDA	2.2790e-003	1.9920e-003
tblVehicleEF	LDA	1.5150e-003	1.3900e-003
tblVehicleEF	LDA	2.0950e-003	1.8320e-003
tblVehicleEF	LDA	0.11	0.56
tblVehicleEF	LDA	0.13	0.12
tblVehicleEF	LDA	0.08	0.44
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.21
tblVehicleEF	LDA	0.07	0.22
tblVehicleEF	LDA	2.9040e-003	2.8980e-003
tblVehicleEF	LDA	6.2800e-004	5.5200e-004
tblVehicleEF	LDA	0.11	0.56
tblVehicleEF	LDA	0.13	0.12
tblVehicleEF	LDA	0.08	0.44
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.21
tblVehicleEF	LDA	0.08	0.24
tblVehicleEF	LDA	4.3110e-003	2.7450e-003
tblVehicleEF	LDA	6.4670e-003	0.06
tblVehicleEF	LDA	0.58	0.68
tblVehicleEF	LDA	1.32	2.19
tblVehicleEF	LDA	259.39	267.14
tblVehicleEF	LDA	60.91	56.40
tblVehicleEF	LDA	0.05	0.04
tblVehicleEF	LDA	0.09	0.20
tblVehicleEF	LDA	1.6430e-003	1.5090e-003
tblVehicleEF	LDA	2.2790e-003	1.9920e-003
tblVehicleEF	LDA	1.5150e-003	1.3900e-003

tbIVehicleEF	LDA	2.0950e-003	1.8320e-003
tbIVehicleEF	LDA	0.05	0.30
tbIVehicleEF	LDA	0.12	0.12
tbIVehicleEF	LDA	0.04	0.23
tbIVehicleEF	LDA	0.01	0.01
tbIVehicleEF	LDA	0.04	0.24
tbIVehicleEF	LDA	0.09	0.25
tbIVehicleEF	LDA	2.5980e-003	2.6430e-003
tbIVehicleEF	LDA	6.3200e-004	5.5800e-004
tbIVehicleEF	LDA	0.05	0.30
tbIVehicleEF	LDA	0.12	0.12
tbIVehicleEF	LDA	0.04	0.23
tbIVehicleEF	LDA	0.02	0.02
tbIVehicleEF	LDA	0.04	0.24
tbIVehicleEF	LDA	0.10	0.28
tbIVehicleEF	LDT1	0.01	8.9240e-003
tbIVehicleEF	LDT1	0.02	0.10
tbIVehicleEF	LDT1	1.62	1.77
tbIVehicleEF	LDT1	3.78	2.55
tbIVehicleEF	LDT1	325.17	321.11
tbIVehicleEF	LDT1	74.01	68.78
tbIVehicleEF	LDT1	0.16	0.16
tbIVehicleEF	LDT1	0.23	0.34
tbIVehicleEF	LDT1	2.6810e-003	2.4860e-003
tbIVehicleEF	LDT1	3.8960e-003	3.2230e-003
tbIVehicleEF	LDT1	2.4680e-003	2.2880e-003
tbIVehicleEF	LDT1	3.5830e-003	2.9630e-003
tbIVehicleEF	LDT1	0.22	0.97
tbIVehicleEF	LDT1	0.37	0.29
tbIVehicleEF	LDT1	0.15	0.65

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tblVehicleEF	LDT1	0.03	0.04
tblVehicleEF	LDT1	0.22	0.95
tblVehicleEF	LDT1	0.27	0.51
tblVehicleEF	LDT1	3.2720e-003	3.1780e-003
tblVehicleEF	LDT1	8.0700e-004	6.8100e-004
tblVehicleEF	LDT1	0.22	0.97
tblVehicleEF	LDT1	0.37	0.29
tblVehicleEF	LDT1	0.15	0.65
tblVehicleEF	LDT1	0.05	0.06
tblVehicleEF	LDT1	0.22	0.95
tblVehicleEF	LDT1	0.30	0.56
tblVehicleEF	LDT1	0.02	9.9410e-003
tblVehicleEF	LDT1	0.02	0.08
tblVehicleEF	LDT1	1.95	2.08
tblVehicleEF	LDT1	3.33	2.13
tblVehicleEF	LDT1	353.10	344.18
tblVehicleEF	LDT1	74.01	67.86
tblVehicleEF	LDT1	0.15	0.15
tblVehicleEF	LDT1	0.22	0.32
tblVehicleEF	LDT1	2.6810e-003	2.4860e-003
tblVehicleEF	LDT1	3.8960e-003	3.2230e-003
tblVehicleEF	LDT1	2.4680e-003	2.2880e-003
tblVehicleEF	LDT1	3.5830e-003	2.9630e-003
tblVehicleEF	LDT1	0.44	1.80
tblVehicleEF	LDT1	0.46	0.35
tblVehicleEF	LDT1	0.29	1.26
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.22	0.93
tblVehicleEF	LDT1	0.23	0.44
tblVehicleEF	LDT1	3.5570e-003	3.4060e-003

tbIVehicleEF	LDT1	7.9900e-004	6.7200e-004
tbIVehicleEF	LDT1	0.44	1.80
tbIVehicleEF	LDT1	0.46	0.35
tbIVehicleEF	LDT1	0.29	1.26
tbIVehicleEF	LDT1	0.06	0.06
tbIVehicleEF	LDT1	0.22	0.93
tbIVehicleEF	LDT1	0.26	0.48
tbIVehicleEF	LDT1	0.01	8.7780e-003
tbIVehicleEF	LDT1	0.02	0.10
tbIVehicleEF	LDT1	1.52	1.71
tbIVehicleEF	LDT1	3.84	2.53
tbIVehicleEF	LDT1	316.88	317.20
tbIVehicleEF	LDT1	74.01	68.75
tbIVehicleEF	LDT1	0.16	0.16
tbIVehicleEF	LDT1	0.23	0.34
tbIVehicleEF	LDT1	2.6810e-003	2.4860e-003
tbIVehicleEF	LDT1	3.8960e-003	3.2230e-003
tbIVehicleEF	LDT1	2.4680e-003	2.2880e-003
tbIVehicleEF	LDT1	3.5830e-003	2.9630e-003
tbIVehicleEF	LDT1	0.19	0.99
tbIVehicleEF	LDT1	0.41	0.34
tbIVehicleEF	LDT1	0.13	0.65
tbIVehicleEF	LDT1	0.03	0.04
tbIVehicleEF	LDT1	0.25	1.11
tbIVehicleEF	LDT1	0.28	0.51
tbIVehicleEF	LDT1	3.1880e-003	3.1390e-003
tbIVehicleEF	LDT1	8.0800e-004	6.8000e-004
tbIVehicleEF	LDT1	0.19	0.99
tbIVehicleEF	LDT1	0.41	0.34
tbIVehicleEF	LDT1	0.13	0.65

tblVehicleEF	LDT1	0.05	0.06
tblVehicleEF	LDT1	0.25	1.11
tblVehicleEF	LDT1	0.30	0.56
tblVehicleEF	LDT2	6.1110e-003	4.5190e-003
tblVehicleEF	LDT2	8.2750e-003	0.08
tblVehicleEF	LDT2	0.82	1.03
tblVehicleEF	LDT2	1.71	2.88
tblVehicleEF	LDT2	366.61	346.07
tblVehicleEF	LDT2	83.75	74.32
tblVehicleEF	LDT2	0.09	0.10
tblVehicleEF	LDT2	0.15	0.34
tblVehicleEF	LDT2	1.6030e-003	1.5600e-003
tblVehicleEF	LDT2	2.3200e-003	2.0380e-003
tblVehicleEF	LDT2	1.4740e-003	1.4360e-003
tblVehicleEF	LDT2	2.1330e-003	1.8740e-003
tblVehicleEF	LDT2	0.07	0.45
tblVehicleEF	LDT2	0.13	0.14
tblVehicleEF	LDT2	0.06	0.37
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.44
tblVehicleEF	LDT2	0.11	0.37
tblVehicleEF	LDT2	3.6730e-003	3.4240e-003
tblVehicleEF	LDT2	8.6600e-004	7.3500e-004
tblVehicleEF	LDT2	0.07	0.45
tblVehicleEF	LDT2	0.13	0.14
tblVehicleEF	LDT2	0.06	0.37
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.07	0.44
tblVehicleEF	LDT2	0.12	0.40
tblVehicleEF	LDT2	6.9350e-003	5.0670e-003

tblVehicleEF	LDT2	7.1890e-003	0.07
tblVehicleEF	LDT2	1.00	1.22
tblVehicleEF	LDT2	1.51	2.40
tblVehicleEF	LDT2	398.95	368.67
tblVehicleEF	LDT2	83.75	73.39
tblVehicleEF	LDT2	0.08	0.09
tblVehicleEF	LDT2	0.15	0.32
tblVehicleEF	LDT2	1.6030e-003	1.5600e-003
tblVehicleEF	LDT2	2.3200e-003	2.0380e-003
tblVehicleEF	LDT2	1.4740e-003	1.4360e-003
tblVehicleEF	LDT2	2.1330e-003	1.8740e-003
tblVehicleEF	LDT2	0.14	0.83
tblVehicleEF	LDT2	0.15	0.16
tblVehicleEF	LDT2	0.11	0.69
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.43
tblVehicleEF	LDT2	0.10	0.32
tblVehicleEF	LDT2	3.9980e-003	3.6480e-003
tblVehicleEF	LDT2	8.6300e-004	7.2600e-004
tblVehicleEF	LDT2	0.14	0.83
tblVehicleEF	LDT2	0.15	0.16
tblVehicleEF	LDT2	0.11	0.69
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.07	0.43
tblVehicleEF	LDT2	0.11	0.35
tblVehicleEF	LDT2	5.8750e-003	4.4430e-003
tblVehicleEF	LDT2	8.5090e-003	0.08
tblVehicleEF	LDT2	0.76	0.99
tblVehicleEF	LDT2	1.74	2.86
tblVehicleEF	LDT2	356.95	342.25

tblVehicleEF	LDT2	83.75	74.28
tblVehicleEF	LDT2	0.08	0.09
tblVehicleEF	LDT2	0.15	0.34
tblVehicleEF	LDT2	1.6030e-003	1.5600e-003
tblVehicleEF	LDT2	2.3200e-003	2.0380e-003
tblVehicleEF	LDT2	1.4740e-003	1.4360e-003
tblVehicleEF	LDT2	2.1330e-003	1.8740e-003
tblVehicleEF	LDT2	0.06	0.44
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.05	0.37
tblVehicleEF	LDT2	0.01	0.02
tblVehicleEF	LDT2	0.08	0.51
tblVehicleEF	LDT2	0.11	0.37
tblVehicleEF	LDT2	3.5750e-003	3.3860e-003
tblVehicleEF	LDT2	8.6700e-004	7.3500e-004
tblVehicleEF	LDT2	0.06	0.44
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.05	0.37
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.08	0.51
tblVehicleEF	LDT2	0.13	0.40
tblVehicleEF	LHD1	5.6490e-003	0.07
tblVehicleEF	LHD1	0.01	5.8570e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.15	2.30
tblVehicleEF	LHD1	1.03	0.81
tblVehicleEF	LHD1	2.54	0.88
tblVehicleEF	LHD1	9.27	131.32
tblVehicleEF	LHD1	612.92	640.47
tblVehicleEF	LHD1	30.90	9.43

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tblVehicleEF	LHD1	0.09	1.25
tblVehicleEF	LHD1	2.35	1.83
tblVehicleEF	LHD1	1.02	0.28
tblVehicleEF	LHD1	9.6900e-004	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.2500e-004	2.2200e-004
tblVehicleEF	LHD1	9.2700e-004	0.01
tblVehicleEF	LHD1	2.5280e-003	2.5110e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.5100e-004	2.0500e-004
tblVehicleEF	LHD1	3.9460e-003	0.04
tblVehicleEF	LHD1	0.10	0.07
tblVehicleEF	LHD1	0.02	0.28
tblVehicleEF	LHD1	1.9130e-003	0.02
tblVehicleEF	LHD1	0.08	0.07
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.28	0.07
tblVehicleEF	LHD1	9.3000e-005	1.2680e-003
tblVehicleEF	LHD1	6.0140e-003	6.2270e-003
tblVehicleEF	LHD1	3.5800e-004	9.3000e-005
tblVehicleEF	LHD1	3.9460e-003	0.04
tblVehicleEF	LHD1	0.10	0.07
tblVehicleEF	LHD1	0.02	0.40
tblVehicleEF	LHD1	1.9130e-003	0.02
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.30	0.08
tblVehicleEF	LHD1	5.6490e-003	0.07
tblVehicleEF	LHD1	0.01	5.9510e-003

tbIVehicleEF	LHD1	0.02	0.01
tbIVehicleEF	LHD1	0.15	2.30
tbIVehicleEF	LHD1	1.05	0.82
tbIVehicleEF	LHD1	2.42	0.84
tbIVehicleEF	LHD1	9.27	131.32
tbIVehicleEF	LHD1	612.92	640.49
tbIVehicleEF	LHD1	30.90	9.34
tbIVehicleEF	LHD1	0.09	1.25
tbIVehicleEF	LHD1	2.21	1.72
tbIVehicleEF	LHD1	0.98	0.27
tbIVehicleEF	LHD1	9.6900e-004	0.01
tbIVehicleEF	LHD1	0.01	0.01
tbIVehicleEF	LHD1	0.01	0.01
tbIVehicleEF	LHD1	9.2500e-004	2.2200e-004
tbIVehicleEF	LHD1	9.2700e-004	0.01
tbIVehicleEF	LHD1	2.5280e-003	2.5110e-003
tbIVehicleEF	LHD1	0.01	0.01
tbIVehicleEF	LHD1	8.5100e-004	2.0500e-004
tbIVehicleEF	LHD1	7.3960e-003	0.07
tbIVehicleEF	LHD1	0.12	0.08
tbIVehicleEF	LHD1	0.02	0.28
tbIVehicleEF	LHD1	3.6890e-003	0.04
tbIVehicleEF	LHD1	0.08	0.07
tbIVehicleEF	LHD1	0.31	0.45
tbIVehicleEF	LHD1	0.27	0.07
tbIVehicleEF	LHD1	9.3000e-005	1.2680e-003
tbIVehicleEF	LHD1	6.0140e-003	6.2270e-003
tbIVehicleEF	LHD1	3.5500e-004	9.2000e-005
tbIVehicleEF	LHD1	7.3960e-003	0.07
tbIVehicleEF	LHD1	0.12	0.08

tblVehicleEF	LHD1	0.02	0.40
tblVehicleEF	LHD1	3.6890e-003	0.04
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.29	0.08
tblVehicleEF	LHD1	5.6490e-003	0.07
tblVehicleEF	LHD1	0.01	5.8660e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.15	2.30
tblVehicleEF	LHD1	1.03	0.80
tblVehicleEF	LHD1	2.54	0.87
tblVehicleEF	LHD1	9.27	131.32
tblVehicleEF	LHD1	612.92	640.47
tblVehicleEF	LHD1	30.90	9.41
tblVehicleEF	LHD1	0.09	1.25
tblVehicleEF	LHD1	2.32	1.80
tblVehicleEF	LHD1	1.01	0.28
tblVehicleEF	LHD1	9.6900e-004	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.2500e-004	2.2200e-004
tblVehicleEF	LHD1	9.2700e-004	0.01
tblVehicleEF	LHD1	2.5280e-003	2.5110e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.5100e-004	2.0500e-004
tblVehicleEF	LHD1	3.5540e-003	0.04
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.02	0.28
tblVehicleEF	LHD1	1.7480e-003	0.02
tblVehicleEF	LHD1	0.08	0.07

tbIVehicleEF	LHD1	0.33	0.48
tbIVehicleEF	LHD1	0.28	0.07
tbIVehicleEF	LHD1	9.3000e-005	1.2680e-003
tbIVehicleEF	LHD1	6.0140e-003	6.2270e-003
tbIVehicleEF	LHD1	3.5800e-004	9.3000e-005
tbIVehicleEF	LHD1	3.5540e-003	0.04
tbIVehicleEF	LHD1	0.12	0.08
tbIVehicleEF	LHD1	0.02	0.40
tbIVehicleEF	LHD1	1.7480e-003	0.02
tbIVehicleEF	LHD1	0.10	0.08
tbIVehicleEF	LHD1	0.33	0.48
tbIVehicleEF	LHD1	0.30	0.08
tbIVehicleEF	LHD2	3.8330e-003	0.04
tbIVehicleEF	LHD2	5.1000e-003	4.0970e-003
tbIVehicleEF	LHD2	9.1950e-003	7.3890e-003
tbIVehicleEF	LHD2	0.12	1.66
tbIVehicleEF	LHD2	0.56	0.56
tbIVehicleEF	LHD2	1.23	0.45
tbIVehicleEF	LHD2	14.53	202.06
tbIVehicleEF	LHD2	609.83	634.08
tbIVehicleEF	LHD2	23.90	5.72
tbIVehicleEF	LHD2	0.12	1.79
tbIVehicleEF	LHD2	1.94	2.00
tbIVehicleEF	LHD2	0.56	0.15
tbIVehicleEF	LHD2	1.3510e-003	0.02
tbIVehicleEF	LHD2	0.01	0.01
tbIVehicleEF	LHD2	0.01	0.02
tbIVehicleEF	LHD2	4.1000e-004	9.4000e-005
tbIVehicleEF	LHD2	1.2930e-003	0.02
tbIVehicleEF	LHD2	2.6930e-003	2.7370e-003

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tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.7700e-004	8.7000e-005
tblVehicleEF	LHD2	1.5990e-003	0.02
tblVehicleEF	LHD2	0.04	0.03
tblVehicleEF	LHD2	0.01	0.20
tblVehicleEF	LHD2	8.1500e-004	8.4590e-003
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.12	0.04
tblVehicleEF	LHD2	1.4200e-004	1.9270e-003
tblVehicleEF	LHD2	5.9300e-003	6.1000e-003
tblVehicleEF	LHD2	2.6200e-004	5.7000e-005
tblVehicleEF	LHD2	1.5990e-003	0.02
tblVehicleEF	LHD2	0.04	0.03
tblVehicleEF	LHD2	0.02	0.27
tblVehicleEF	LHD2	8.1500e-004	8.4590e-003
tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.14	0.04
tblVehicleEF	LHD2	3.8330e-003	0.04
tblVehicleEF	LHD2	5.1600e-003	4.1300e-003
tblVehicleEF	LHD2	8.8690e-003	7.1060e-003
tblVehicleEF	LHD2	0.12	1.66
tblVehicleEF	LHD2	0.56	0.57
tblVehicleEF	LHD2	1.18	0.43
tblVehicleEF	LHD2	14.53	202.06
tblVehicleEF	LHD2	609.83	634.09
tblVehicleEF	LHD2	23.90	5.68
tblVehicleEF	LHD2	0.12	1.79
tblVehicleEF	LHD2	1.83	1.89

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tblVehicleEF	LHD2	0.54	0.14
tblVehicleEF	LHD2	1.3510e-003	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	4.1000e-004	9.4000e-005
tblVehicleEF	LHD2	1.2930e-003	0.02
tblVehicleEF	LHD2	2.6930e-003	2.7370e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.7700e-004	8.7000e-005
tblVehicleEF	LHD2	3.0260e-003	0.03
tblVehicleEF	LHD2	0.05	0.04
tblVehicleEF	LHD2	0.01	0.20
tblVehicleEF	LHD2	1.5540e-003	0.02
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.12	0.03
tblVehicleEF	LHD2	1.4200e-004	1.9270e-003
tblVehicleEF	LHD2	5.9300e-003	6.1000e-003
tblVehicleEF	LHD2	2.6100e-004	5.6000e-005
tblVehicleEF	LHD2	3.0260e-003	0.03
tblVehicleEF	LHD2	0.05	0.04
tblVehicleEF	LHD2	0.02	0.27
tblVehicleEF	LHD2	1.5540e-003	0.02
tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.13	0.04
tblVehicleEF	LHD2	3.8330e-003	0.04
tblVehicleEF	LHD2	5.0860e-003	4.1010e-003
tblVehicleEF	LHD2	9.2490e-003	7.3380e-003
tblVehicleEF	LHD2	0.12	1.66

tbIVehicleEF	LHD2	0.56	0.56
tbIVehicleEF	LHD2	1.24	0.45
tbIVehicleEF	LHD2	14.53	202.06
tbIVehicleEF	LHD2	609.83	634.08
tbIVehicleEF	LHD2	23.90	5.72
tbIVehicleEF	LHD2	0.12	1.79
tbIVehicleEF	LHD2	1.92	1.97
tbIVehicleEF	LHD2	0.56	0.15
tbIVehicleEF	LHD2	1.3510e-003	0.02
tbIVehicleEF	LHD2	0.01	0.01
tbIVehicleEF	LHD2	0.01	0.02
tbIVehicleEF	LHD2	4.1000e-004	9.4000e-005
tbIVehicleEF	LHD2	1.2930e-003	0.02
tbIVehicleEF	LHD2	2.6930e-003	2.7370e-003
tbIVehicleEF	LHD2	0.01	0.01
tbIVehicleEF	LHD2	3.7700e-004	8.7000e-005
tbIVehicleEF	LHD2	1.2860e-003	0.02
tbIVehicleEF	LHD2	0.04	0.04
tbIVehicleEF	LHD2	0.01	0.20
tbIVehicleEF	LHD2	6.9100e-004	8.8280e-003
tbIVehicleEF	LHD2	0.06	0.07
tbIVehicleEF	LHD2	0.10	0.21
tbIVehicleEF	LHD2	0.12	0.04
tbIVehicleEF	LHD2	1.4200e-004	1.9270e-003
tbIVehicleEF	LHD2	5.9300e-003	6.1000e-003
tbIVehicleEF	LHD2	2.6200e-004	5.7000e-005
tbIVehicleEF	LHD2	1.2860e-003	0.02
tbIVehicleEF	LHD2	0.04	0.04
tbIVehicleEF	LHD2	0.02	0.27
tbIVehicleEF	LHD2	6.9100e-004	8.8280e-003

tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	0.10	0.21
tblVehicleEF	LHD2	0.14	0.04
tblVehicleEF	MCY	0.41	0.32
tblVehicleEF	MCY	0.15	0.25
tblVehicleEF	MCY	19.93	19.76
tblVehicleEF	MCY	9.66	8.58
tblVehicleEF	MCY	164.88	207.31
tblVehicleEF	MCY	46.70	61.27
tblVehicleEF	MCY	1.13	1.13
tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	1.7160e-003	1.6670e-003
tblVehicleEF	MCY	3.4600e-003	2.9080e-003
tblVehicleEF	MCY	1.6070e-003	1.5620e-003
tblVehicleEF	MCY	3.2650e-003	2.7430e-003
tblVehicleEF	MCY	1.68	2.82
tblVehicleEF	MCY	0.86	0.79
tblVehicleEF	MCY	0.93	1.51
tblVehicleEF	MCY	2.17	2.17
tblVehicleEF	MCY	0.58	1.92
tblVehicleEF	MCY	2.09	1.86
tblVehicleEF	MCY	2.0370e-003	2.0520e-003
tblVehicleEF	MCY	6.8600e-004	6.0600e-004
tblVehicleEF	MCY	1.68	2.82
tblVehicleEF	MCY	0.86	0.79
tblVehicleEF	MCY	0.93	1.51
tblVehicleEF	MCY	2.66	2.66
tblVehicleEF	MCY	0.58	1.92
tblVehicleEF	MCY	2.27	2.02
tblVehicleEF	MCY	0.41	0.31

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tblVehicleEF	MCY	0.14	0.22
tblVehicleEF	MCY	20.66	19.72
tblVehicleEF	MCY	9.11	7.89
tblVehicleEF	MCY	164.88	207.06
tblVehicleEF	MCY	46.70	59.40
tblVehicleEF	MCY	0.98	0.98
tblVehicleEF	MCY	0.29	0.25
tblVehicleEF	MCY	1.7160e-003	1.6670e-003
tblVehicleEF	MCY	3.4600e-003	2.9080e-003
tblVehicleEF	MCY	1.6070e-003	1.5620e-003
tblVehicleEF	MCY	3.2650e-003	2.7430e-003
tblVehicleEF	MCY	3.35	5.42
tblVehicleEF	MCY	1.25	1.08
tblVehicleEF	MCY	2.10	3.43
tblVehicleEF	MCY	2.15	2.12
tblVehicleEF	MCY	0.58	1.89
tblVehicleEF	MCY	1.87	1.63
tblVehicleEF	MCY	2.0470e-003	2.0490e-003
tblVehicleEF	MCY	6.7100e-004	5.8800e-004
tblVehicleEF	MCY	3.35	5.42
tblVehicleEF	MCY	1.25	1.08
tblVehicleEF	MCY	2.10	3.43
tblVehicleEF	MCY	2.63	2.60
tblVehicleEF	MCY	0.58	1.89
tblVehicleEF	MCY	2.03	1.77
tblVehicleEF	MCY	0.41	0.32
tblVehicleEF	MCY	0.15	0.24
tblVehicleEF	MCY	19.43	19.16
tblVehicleEF	MCY	9.60	8.36
tblVehicleEF	MCY	164.88	206.28

tblVehicleEF	MCY	46.70	60.77
tblVehicleEF	MCY	1.13	1.10
tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	1.7160e-003	1.6670e-003
tblVehicleEF	MCY	3.4600e-003	2.9080e-003
tblVehicleEF	MCY	1.6070e-003	1.5620e-003
tblVehicleEF	MCY	3.2650e-003	2.7430e-003
tblVehicleEF	MCY	1.60	3.24
tblVehicleEF	MCY	1.06	1.05
tblVehicleEF	MCY	0.75	1.52
tblVehicleEF	MCY	2.17	2.15
tblVehicleEF	MCY	0.66	2.19
tblVehicleEF	MCY	2.10	1.82
tblVehicleEF	MCY	2.0290e-003	2.0410e-003
tblVehicleEF	MCY	6.8600e-004	6.0100e-004
tblVehicleEF	MCY	1.60	3.24
tblVehicleEF	MCY	1.06	1.05
tblVehicleEF	MCY	0.75	1.52
tblVehicleEF	MCY	2.66	2.63
tblVehicleEF	MCY	0.66	2.19
tblVehicleEF	MCY	2.28	1.98
tblVehicleEF	MDV	0.01	6.2680e-003
tblVehicleEF	MDV	0.02	0.10
tblVehicleEF	MDV	1.58	1.28
tblVehicleEF	MDV	3.47	3.46
tblVehicleEF	MDV	501.88	430.06
tblVehicleEF	MDV	112.78	91.54
tblVehicleEF	MDV	0.19	0.13
tblVehicleEF	MDV	0.34	0.43
tblVehicleEF	MDV	1.7360e-003	1.6260e-003

tblVehicleEF	MDV	2.5110e-003	2.1290e-003
tblVehicleEF	MDV	1.6010e-003	1.5010e-003
tblVehicleEF	MDV	2.3110e-003	1.9590e-003
tblVehicleEF	MDV	0.11	0.51
tblVehicleEF	MDV	0.21	0.17
tblVehicleEF	MDV	0.09	0.44
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.11	0.49
tblVehicleEF	MDV	0.27	0.49
tblVehicleEF	MDV	5.0330e-003	4.2520e-003
tblVehicleEF	MDV	1.1890e-003	9.0600e-004
tblVehicleEF	MDV	0.11	0.51
tblVehicleEF	MDV	0.21	0.17
tblVehicleEF	MDV	0.09	0.44
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.11	0.49
tblVehicleEF	MDV	0.30	0.54
tblVehicleEF	MDV	0.02	6.9690e-003
tblVehicleEF	MDV	0.02	0.09
tblVehicleEF	MDV	1.91	1.51
tblVehicleEF	MDV	3.08	2.90
tblVehicleEF	MDV	544.80	454.20
tblVehicleEF	MDV	112.78	90.40
tblVehicleEF	MDV	0.18	0.12
tblVehicleEF	MDV	0.33	0.40
tblVehicleEF	MDV	1.7360e-003	1.6260e-003
tblVehicleEF	MDV	2.5110e-003	2.1290e-003
tblVehicleEF	MDV	1.6010e-003	1.5010e-003
tblVehicleEF	MDV	2.3110e-003	1.9590e-003
tblVehicleEF	MDV	0.22	0.95

tblVehicleEF	MDV	0.24	0.19
tblVehicleEF	MDV	0.17	0.82
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.11	0.48
tblVehicleEF	MDV	0.24	0.42
tblVehicleEF	MDV	5.4670e-003	4.4910e-003
tblVehicleEF	MDV	1.1820e-003	8.9500e-004
tblVehicleEF	MDV	0.22	0.95
tblVehicleEF	MDV	0.24	0.19
tblVehicleEF	MDV	0.17	0.82
tblVehicleEF	MDV	0.06	0.04
tblVehicleEF	MDV	0.11	0.48
tblVehicleEF	MDV	0.26	0.46
tblVehicleEF	MDV	0.01	6.1580e-003
tblVehicleEF	MDV	0.02	0.10
tblVehicleEF	MDV	1.48	1.23
tblVehicleEF	MDV	3.54	3.44
tblVehicleEF	MDV	489.12	425.98
tblVehicleEF	MDV	112.78	91.50
tblVehicleEF	MDV	0.18	0.13
tblVehicleEF	MDV	0.34	0.42
tblVehicleEF	MDV	1.7360e-003	1.6260e-003
tblVehicleEF	MDV	2.5110e-003	2.1290e-003
tblVehicleEF	MDV	1.6010e-003	1.5010e-003
tblVehicleEF	MDV	2.3110e-003	1.9590e-003
tblVehicleEF	MDV	0.09	0.49
tblVehicleEF	MDV	0.22	0.18
tblVehicleEF	MDV	0.08	0.45
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.13	0.56

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tblVehicleEF	MDV	0.28	0.49
tblVehicleEF	MDV	4.9040e-003	4.2120e-003
tblVehicleEF	MDV	1.1910e-003	9.0500e-004
tblVehicleEF	MDV	0.09	0.49
tblVehicleEF	MDV	0.22	0.18
tblVehicleEF	MDV	0.08	0.45
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.13	0.56
tblVehicleEF	MDV	0.31	0.54
tblVehicleEF	MH	0.03	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.14	1.60
tblVehicleEF	MH	6.37	2.20
tblVehicleEF	MH	1,005.77	1,483.02
tblVehicleEF	MH	58.82	19.22
tblVehicleEF	MH	1.76	1.66
tblVehicleEF	MH	0.89	0.23
tblVehicleEF	MH	0.13	0.13
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.05	0.04
tblVehicleEF	MH	1.2480e-003	2.7100e-004
tblVehicleEF	MH	3.2450e-003	3.2810e-003
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.1520e-003	2.4900e-004
tblVehicleEF	MH	1.64	0.12
tblVehicleEF	MH	0.09	0.07
tblVehicleEF	MH	0.56	0.04
tblVehicleEF	MH	0.11	0.07
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.39	0.10

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tbIVehicleEF	MH	9.9900e-003	0.01
tbIVehicleEF	MH	7.0000e-004	1.9000e-004
tbIVehicleEF	MH	1.64	0.12
tbIVehicleEF	MH	0.09	0.07
tbIVehicleEF	MH	0.56	0.04
tbIVehicleEF	MH	0.15	0.09
tbIVehicleEF	MH	0.03	1.55
tbIVehicleEF	MH	0.42	0.11
tbIVehicleEF	MH	0.03	0.01
tbIVehicleEF	MH	0.03	0.02
tbIVehicleEF	MH	3.24	1.64
tbIVehicleEF	MH	5.95	2.05
tbIVehicleEF	MH	1,005.77	1,483.09
tbIVehicleEF	MH	58.82	18.96
tbIVehicleEF	MH	1.63	1.54
tbIVehicleEF	MH	0.86	0.22
tbIVehicleEF	MH	0.13	0.13
tbIVehicleEF	MH	0.01	0.01
tbIVehicleEF	MH	0.05	0.04
tbIVehicleEF	MH	1.2480e-003	2.7100e-004
tbIVehicleEF	MH	3.2450e-003	3.2810e-003
tbIVehicleEF	MH	0.04	0.04
tbIVehicleEF	MH	1.1520e-003	2.4900e-004
tbIVehicleEF	MH	3.01	0.21
tbIVehicleEF	MH	0.10	0.08
tbIVehicleEF	MH	1.11	0.08
tbIVehicleEF	MH	0.11	0.07
tbIVehicleEF	MH	0.03	1.55
tbIVehicleEF	MH	0.37	0.10
tbIVehicleEF	MH	9.9910e-003	0.01

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tblVehicleEF	MH	6.9300e-004	1.8800e-004
tblVehicleEF	MH	3.01	0.21
tblVehicleEF	MH	0.10	0.08
tblVehicleEF	MH	1.11	0.08
tblVehicleEF	MH	0.15	0.09
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.40	0.11
tblVehicleEF	MH	0.03	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.12	1.60
tblVehicleEF	MH	6.40	2.20
tblVehicleEF	MH	1,005.77	1,483.02
tblVehicleEF	MH	58.82	19.21
tblVehicleEF	MH	1.74	1.62
tblVehicleEF	MH	0.89	0.23
tblVehicleEF	MH	0.13	0.13
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.05	0.04
tblVehicleEF	MH	1.2480e-003	2.7100e-004
tblVehicleEF	MH	3.2450e-003	3.2810e-003
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.1520e-003	2.4900e-004
tblVehicleEF	MH	1.67	0.14
tblVehicleEF	MH	0.11	0.09
tblVehicleEF	MH	0.55	0.05
tblVehicleEF	MH	0.11	0.07
tblVehicleEF	MH	0.03	1.64
tblVehicleEF	MH	0.39	0.10
tblVehicleEF	MH	9.9890e-003	0.01
tblVehicleEF	MH	7.0000e-004	1.9000e-004

tblVehicleEF	MH	1.67	0.14
tblVehicleEF	MH	0.11	0.09
tblVehicleEF	MH	0.55	0.05
tblVehicleEF	MH	0.15	0.09
tblVehicleEF	MH	0.03	1.64
tblVehicleEF	MH	0.42	0.11
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	6.1240e-003	7.1090e-003
tblVehicleEF	MHD	0.06	2.7490e-003
tblVehicleEF	MHD	0.43	3.13
tblVehicleEF	MHD	0.47	0.63
tblVehicleEF	MHD	6.54	0.33
tblVehicleEF	MHD	156.54	823.90
tblVehicleEF	MHD	1,067.94	996.67
tblVehicleEF	MHD	55.18	2.67
tblVehicleEF	MHD	1.06	8.54
tblVehicleEF	MHD	1.70	3.03
tblVehicleEF	MHD	11.65	1.14
tblVehicleEF	MHD	3.7720e-003	0.03
tblVehicleEF	MHD	0.06	0.10
tblVehicleEF	MHD	8.1800e-004	3.3000e-005
tblVehicleEF	MHD	3.6080e-003	0.03
tblVehicleEF	MHD	0.05	0.10
tblVehicleEF	MHD	7.5200e-004	3.0000e-005
tblVehicleEF	MHD	1.8750e-003	3.9160e-003
tblVehicleEF	MHD	0.05	6.3490e-003
tblVehicleEF	MHD	0.03	0.19
tblVehicleEF	MHD	9.0500e-004	2.0170e-003
tblVehicleEF	MHD	0.07	0.14
tblVehicleEF	MHD	0.02	0.03

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tblVehicleEF	MHD	0.40	0.02
tblVehicleEF	MHD	1.5050e-003	7.8000e-003
tblVehicleEF	MHD	0.01	9.4650e-003
tblVehicleEF	MHD	6.6700e-004	2.6000e-005
tblVehicleEF	MHD	1.8750e-003	3.9160e-003
tblVehicleEF	MHD	0.05	6.3490e-003
tblVehicleEF	MHD	0.05	0.24
tblVehicleEF	MHD	9.0500e-004	2.0170e-003
tblVehicleEF	MHD	0.08	0.16
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.44	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	6.1890e-003	7.1350e-003
tblVehicleEF	MHD	0.06	2.6400e-003
tblVehicleEF	MHD	0.31	2.59
tblVehicleEF	MHD	0.47	0.63
tblVehicleEF	MHD	6.24	0.32
tblVehicleEF	MHD	165.81	844.30
tblVehicleEF	MHD	1,067.94	996.68
tblVehicleEF	MHD	55.18	2.63
tblVehicleEF	MHD	1.10	8.69
tblVehicleEF	MHD	1.60	2.86
tblVehicleEF	MHD	11.62	1.14
tblVehicleEF	MHD	3.1790e-003	0.03
tblVehicleEF	MHD	0.06	0.10
tblVehicleEF	MHD	8.1800e-004	3.3000e-005
tblVehicleEF	MHD	3.0420e-003	0.03
tblVehicleEF	MHD	0.05	0.10
tblVehicleEF	MHD	7.5200e-004	3.0000e-005
tblVehicleEF	MHD	3.6340e-003	7.0900e-003

tbIVehicleEF	MHD	0.06	7.2690e-003
tbIVehicleEF	MHD	0.03	0.18
tbIVehicleEF	MHD	1.7950e-003	4.0620e-003
tbIVehicleEF	MHD	0.07	0.14
tbIVehicleEF	MHD	0.02	0.03
tbIVehicleEF	MHD	0.38	0.01
tbIVehicleEF	MHD	1.5920e-003	7.9940e-003
tbIVehicleEF	MHD	0.01	9.4650e-003
tbIVehicleEF	MHD	6.6100e-004	2.6000e-005
tbIVehicleEF	MHD	3.6340e-003	7.0900e-003
tbIVehicleEF	MHD	0.06	7.2690e-003
tbIVehicleEF	MHD	0.04	0.23
tbIVehicleEF	MHD	1.7950e-003	4.0620e-003
tbIVehicleEF	MHD	0.08	0.16
tbIVehicleEF	MHD	0.02	0.03
tbIVehicleEF	MHD	0.42	0.02
tbIVehicleEF	MHD	0.02	0.02
tbIVehicleEF	MHD	6.0850e-003	7.1100e-003
tbIVehicleEF	MHD	0.06	2.7240e-003
tbIVehicleEF	MHD	0.60	3.87
tbIVehicleEF	MHD	0.47	0.63
tbIVehicleEF	MHD	6.63	0.33
tbIVehicleEF	MHD	143.73	795.71
tbIVehicleEF	MHD	1,067.94	996.67
tbIVehicleEF	MHD	55.18	2.66
tbIVehicleEF	MHD	1.01	8.32
tbIVehicleEF	MHD	1.68	2.98
tbIVehicleEF	MHD	11.66	1.14
tbIVehicleEF	MHD	4.5890e-003	0.04
tbIVehicleEF	MHD	0.06	0.10

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tbIVehicleEF	MHD	8.1800e-004	3.3000e-005
tbIVehicleEF	MHD	4.3910e-003	0.04
tbIVehicleEF	MHD	0.05	0.10
tbIVehicleEF	MHD	7.5200e-004	3.0000e-005
tbIVehicleEF	MHD	1.4650e-003	4.2490e-003
tbIVehicleEF	MHD	0.05	7.1500e-003
tbIVehicleEF	MHD	0.04	0.20
tbIVehicleEF	MHD	7.2400e-004	2.1530e-003
tbIVehicleEF	MHD	0.07	0.14
tbIVehicleEF	MHD	0.02	0.04
tbIVehicleEF	MHD	0.40	0.02
tbIVehicleEF	MHD	1.3840e-003	7.5330e-003
tbIVehicleEF	MHD	0.01	9.4650e-003
tbIVehicleEF	MHD	6.6800e-004	2.6000e-005
tbIVehicleEF	MHD	1.4650e-003	4.2490e-003
tbIVehicleEF	MHD	0.05	7.1500e-003
tbIVehicleEF	MHD	0.05	0.26
tbIVehicleEF	MHD	7.2400e-004	2.1530e-003
tbIVehicleEF	MHD	0.08	0.16
tbIVehicleEF	MHD	0.02	0.04
tbIVehicleEF	MHD	0.44	0.02
tbIVehicleEF	OBUS	0.01	0.13
tbIVehicleEF	OBUS	9.4560e-003	0.01
tbIVehicleEF	OBUS	0.03	0.02
tbIVehicleEF	OBUS	0.28	8.94
tbIVehicleEF	OBUS	0.63	1.34
tbIVehicleEF	OBUS	6.57	1.84
tbIVehicleEF	OBUS	74.57	1,486.15
tbIVehicleEF	OBUS	1,103.17	1,428.64
tbIVehicleEF	OBUS	70.73	14.20

tbIVehicleEF	OBUS	0.39	11.29
tbIVehicleEF	OBUS	1.35	2.46
tbIVehicleEF	OBUS	2.21	0.77
tbIVehicleEF	OBUS	1.7700e-004	0.06
tbIVehicleEF	OBUS	0.13	0.13
tbIVehicleEF	OBUS	7.1510e-003	0.06
tbIVehicleEF	OBUS	8.2800e-004	1.4300e-004
tbIVehicleEF	OBUS	1.6900e-004	0.05
tbIVehicleEF	OBUS	0.06	0.06
tbIVehicleEF	OBUS	6.8270e-003	0.06
tbIVehicleEF	OBUS	7.6200e-004	1.3200e-004
tbIVehicleEF	OBUS	2.2350e-003	0.03
tbIVehicleEF	OBUS	0.02	0.02
tbIVehicleEF	OBUS	0.04	1.00
tbIVehicleEF	OBUS	9.4600e-004	0.01
tbIVehicleEF	OBUS	0.04	0.13
tbIVehicleEF	OBUS	0.05	0.18
tbIVehicleEF	OBUS	0.41	0.09
tbIVehicleEF	OBUS	7.2400e-004	0.01
tbIVehicleEF	OBUS	0.01	0.01
tbIVehicleEF	OBUS	8.2300e-004	1.4100e-004
tbIVehicleEF	OBUS	2.2350e-003	0.03
tbIVehicleEF	OBUS	0.02	0.02
tbIVehicleEF	OBUS	0.05	1.26
tbIVehicleEF	OBUS	9.4600e-004	0.01
tbIVehicleEF	OBUS	0.06	0.16
tbIVehicleEF	OBUS	0.05	0.18
tbIVehicleEF	OBUS	0.45	0.10
tbIVehicleEF	OBUS	0.01	0.13
tbIVehicleEF	OBUS	9.6420e-003	0.01

tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.26	8.33
tblVehicleEF	OBUS	0.65	1.36
tblVehicleEF	OBUS	6.15	1.71
tblVehicleEF	OBUS	77.97	1,506.30
tblVehicleEF	OBUS	1,103.17	1,428.68
tblVehicleEF	OBUS	70.73	13.98
tblVehicleEF	OBUS	0.40	11.40
tblVehicleEF	OBUS	1.26	2.30
tblVehicleEF	OBUS	2.17	0.77
tblVehicleEF	OBUS	1.4900e-004	0.05
tblVehicleEF	OBUS	0.13	0.13
tblVehicleEF	OBUS	7.1510e-003	0.06
tblVehicleEF	OBUS	8.2800e-004	1.4300e-004
tblVehicleEF	OBUS	1.4300e-004	0.05
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	6.8270e-003	0.06
tblVehicleEF	OBUS	7.6200e-004	1.3200e-004
tblVehicleEF	OBUS	4.1760e-003	0.06
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	0.99
tblVehicleEF	OBUS	1.8320e-003	0.03
tblVehicleEF	OBUS	0.04	0.13
tblVehicleEF	OBUS	0.05	0.18
tblVehicleEF	OBUS	0.39	0.09
tblVehicleEF	OBUS	7.5600e-004	0.01
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	8.1600e-004	1.3800e-004
tblVehicleEF	OBUS	4.1760e-003	0.06
tblVehicleEF	OBUS	0.02	0.02

tbIVehicleEF	OBUS	0.05	1.25
tbIVehicleEF	OBUS	1.8320e-003	0.03
tbIVehicleEF	OBUS	0.06	0.16
tbIVehicleEF	OBUS	0.05	0.18
tbIVehicleEF	OBUS	0.43	0.09
tbIVehicleEF	OBUS	0.01	0.13
tbIVehicleEF	OBUS	9.4220e-003	0.01
tbIVehicleEF	OBUS	0.03	0.02
tbIVehicleEF	OBUS	0.29	9.79
tbIVehicleEF	OBUS	0.63	1.34
tbIVehicleEF	OBUS	6.63	1.83
tbIVehicleEF	OBUS	69.87	1,458.33
tbIVehicleEF	OBUS	1,103.17	1,428.64
tbIVehicleEF	OBUS	70.73	14.19
tbIVehicleEF	OBUS	0.37	11.14
tbIVehicleEF	OBUS	1.34	2.41
tbIVehicleEF	OBUS	2.21	0.77
tbIVehicleEF	OBUS	2.1500e-004	0.07
tbIVehicleEF	OBUS	0.13	0.13
tbIVehicleEF	OBUS	7.1510e-003	0.06
tbIVehicleEF	OBUS	8.2800e-004	1.4300e-004
tbIVehicleEF	OBUS	2.0600e-004	0.07
tbIVehicleEF	OBUS	0.06	0.06
tbIVehicleEF	OBUS	6.8270e-003	0.06
tbIVehicleEF	OBUS	7.6200e-004	1.3200e-004
tbIVehicleEF	OBUS	1.9540e-003	0.04
tbIVehicleEF	OBUS	0.02	0.02
tbIVehicleEF	OBUS	0.04	1.01
tbIVehicleEF	OBUS	8.7300e-004	0.02
tbIVehicleEF	OBUS	0.04	0.13

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tbIVehicleEF	OBUS	0.05	0.19
tbIVehicleEF	OBUS	0.42	0.09
tbIVehicleEF	OBUS	6.7900e-004	0.01
tbIVehicleEF	OBUS	0.01	0.01
tbIVehicleEF	OBUS	8.2400e-004	1.4000e-004
tbIVehicleEF	OBUS	1.9540e-003	0.04
tbIVehicleEF	OBUS	0.02	0.02
tbIVehicleEF	OBUS	0.05	1.27
tbIVehicleEF	OBUS	8.7300e-004	0.02
tbIVehicleEF	OBUS	0.06	0.16
tbIVehicleEF	OBUS	0.05	0.19
tbIVehicleEF	OBUS	0.45	0.10
tbIVehicleEF	SBUS	0.85	0.86
tbIVehicleEF	SBUS	0.01	7.4070e-003
tbIVehicleEF	SBUS	0.06	0.02
tbIVehicleEF	SBUS	7.81	32.73
tbIVehicleEF	SBUS	0.66	0.61
tbIVehicleEF	SBUS	6.73	2.74
tbIVehicleEF	SBUS	1,154.91	3,383.64
tbIVehicleEF	SBUS	1,108.94	1,127.26
tbIVehicleEF	SBUS	53.24	17.35
tbIVehicleEF	SBUS	10.58	31.49
tbIVehicleEF	SBUS	4.99	4.99
tbIVehicleEF	SBUS	12.59	0.58
tbIVehicleEF	SBUS	0.01	0.04
tbIVehicleEF	SBUS	0.74	0.74
tbIVehicleEF	SBUS	0.01	0.01
tbIVehicleEF	SBUS	0.03	0.03
tbIVehicleEF	SBUS	4.4200e-004	1.0400e-004
tbIVehicleEF	SBUS	0.01	0.04

tbIVehicleEF	SBUS	0.32	0.32
tbIVehicleEF	SBUS	2.7000e-003	2.6420e-003
tbIVehicleEF	SBUS	0.03	0.03
tbIVehicleEF	SBUS	4.0600e-004	9.6000e-005
tbIVehicleEF	SBUS	4.5410e-003	0.01
tbIVehicleEF	SBUS	0.03	0.02
tbIVehicleEF	SBUS	0.94	4.00
tbIVehicleEF	SBUS	2.0600e-003	6.2980e-003
tbIVehicleEF	SBUS	0.11	0.10
tbIVehicleEF	SBUS	0.02	0.14
tbIVehicleEF	SBUS	0.37	0.11
tbIVehicleEF	SBUS	0.01	0.03
tbIVehicleEF	SBUS	0.01	0.01
tbIVehicleEF	SBUS	6.4900e-004	1.7200e-004
tbIVehicleEF	SBUS	4.5410e-003	0.01
tbIVehicleEF	SBUS	0.03	0.02
tbIVehicleEF	SBUS	1.35	5.77
tbIVehicleEF	SBUS	2.0600e-003	6.2980e-003
tbIVehicleEF	SBUS	0.13	0.12
tbIVehicleEF	SBUS	0.02	0.14
tbIVehicleEF	SBUS	0.40	0.13
tbIVehicleEF	SBUS	0.85	0.86
tbIVehicleEF	SBUS	0.01	7.5000e-003
tbIVehicleEF	SBUS	0.05	0.02
tbIVehicleEF	SBUS	7.67	32.36
tbIVehicleEF	SBUS	0.67	0.62
tbIVehicleEF	SBUS	4.88	1.97
tbIVehicleEF	SBUS	1,207.92	3,480.26
tbIVehicleEF	SBUS	1,108.94	1,127.28
tbIVehicleEF	SBUS	53.24	16.06

tbIVehicleEF	SBUS	10.92	32.36
tbIVehicleEF	SBUS	4.69	4.70
tbIVehicleEF	SBUS	12.56	0.57
tbIVehicleEF	SBUS	0.01	0.03
tbIVehicleEF	SBUS	0.74	0.74
tbIVehicleEF	SBUS	0.01	0.01
tbIVehicleEF	SBUS	0.03	0.03
tbIVehicleEF	SBUS	4.4200e-004	1.0400e-004
tbIVehicleEF	SBUS	9.8070e-003	0.03
tbIVehicleEF	SBUS	0.32	0.32
tbIVehicleEF	SBUS	2.7000e-003	2.6420e-003
tbIVehicleEF	SBUS	0.03	0.03
tbIVehicleEF	SBUS	4.0600e-004	9.6000e-005
tbIVehicleEF	SBUS	8.2250e-003	0.02
tbIVehicleEF	SBUS	0.03	0.02
tbIVehicleEF	SBUS	0.93	3.99
tbIVehicleEF	SBUS	3.8990e-003	0.01
tbIVehicleEF	SBUS	0.11	0.10
tbIVehicleEF	SBUS	0.01	0.13
tbIVehicleEF	SBUS	0.31	0.10
tbIVehicleEF	SBUS	0.01	0.03
tbIVehicleEF	SBUS	0.01	0.01
tbIVehicleEF	SBUS	6.1800e-004	1.5900e-004
tbIVehicleEF	SBUS	8.2250e-003	0.02
tbIVehicleEF	SBUS	0.03	0.02
tbIVehicleEF	SBUS	1.35	5.77
tbIVehicleEF	SBUS	3.8990e-003	0.01
tbIVehicleEF	SBUS	0.13	0.12
tbIVehicleEF	SBUS	0.01	0.13
tbIVehicleEF	SBUS	0.34	0.10

tbIVehicleEF	SBUS	0.85	0.86
tbIVehicleEF	SBUS	0.01	7.4050e-003
tbIVehicleEF	SBUS	0.07	0.02
tbIVehicleEF	SBUS	7.99	33.23
tbIVehicleEF	SBUS	0.66	0.61
tbIVehicleEF	SBUS	7.09	2.80
tbIVehicleEF	SBUS	1,081.70	3,250.22
tbIVehicleEF	SBUS	1,108.94	1,127.26
tbIVehicleEF	SBUS	53.24	17.45
tbIVehicleEF	SBUS	10.11	30.29
tbIVehicleEF	SBUS	4.94	4.92
tbIVehicleEF	SBUS	12.59	0.58
tbIVehicleEF	SBUS	0.01	0.05
tbIVehicleEF	SBUS	0.74	0.74
tbIVehicleEF	SBUS	0.01	0.01
tbIVehicleEF	SBUS	0.03	0.03
tbIVehicleEF	SBUS	4.4200e-004	1.0400e-004
tbIVehicleEF	SBUS	0.01	0.04
tbIVehicleEF	SBUS	0.32	0.32
tbIVehicleEF	SBUS	2.7000e-003	2.6420e-003
tbIVehicleEF	SBUS	0.03	0.03
tbIVehicleEF	SBUS	4.0600e-004	9.6000e-005
tbIVehicleEF	SBUS	4.1410e-003	0.01
tbIVehicleEF	SBUS	0.03	0.02
tbIVehicleEF	SBUS	0.94	4.01
tbIVehicleEF	SBUS	1.9980e-003	6.5450e-003
tbIVehicleEF	SBUS	0.11	0.10
tbIVehicleEF	SBUS	0.02	0.17
tbIVehicleEF	SBUS	0.38	0.12
tbIVehicleEF	SBUS	0.01	0.03

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tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.5500e-004	1.7300e-004
tblVehicleEF	SBUS	4.1410e-003	0.01
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	1.35	5.78
tblVehicleEF	SBUS	1.9980e-003	6.5450e-003
tblVehicleEF	SBUS	0.13	0.12
tblVehicleEF	SBUS	0.02	0.17
tblVehicleEF	SBUS	0.42	0.13
tblVehicleEF	UBUS	1.60	3.04
tblVehicleEF	UBUS	0.09	0.02
tblVehicleEF	UBUS	10.35	23.58
tblVehicleEF	UBUS	16.43	2.03
tblVehicleEF	UBUS	1,836.48	1,641.57
tblVehicleEF	UBUS	155.92	24.35
tblVehicleEF	UBUS	5.46	0.30
tblVehicleEF	UBUS	12.53	0.24
tblVehicleEF	UBUS	0.50	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.06	2.1590e-003
tblVehicleEF	UBUS	1.6630e-003	2.1700e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.0570e-003
tblVehicleEF	UBUS	0.06	2.0460e-003
tblVehicleEF	UBUS	1.5380e-003	1.9900e-004
tblVehicleEF	UBUS	0.01	5.5670e-003
tblVehicleEF	UBUS	0.13	0.01
tblVehicleEF	UBUS	5.4970e-003	3.2120e-003
tblVehicleEF	UBUS	0.64	0.05
tblVehicleEF	UBUS	0.03	0.05

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tbIVehicleEF	UBUS	1.28	0.09
tbIVehicleEF	UBUS	0.01	6.3860e-003
tbIVehicleEF	UBUS	1.8570e-003	2.4100e-004
tbIVehicleEF	UBUS	0.01	5.5670e-003
tbIVehicleEF	UBUS	0.13	0.01
tbIVehicleEF	UBUS	5.4970e-003	3.2120e-003
tbIVehicleEF	UBUS	2.30	3.11
tbIVehicleEF	UBUS	0.03	0.05
tbIVehicleEF	UBUS	1.40	0.10
tbIVehicleEF	UBUS	1.61	3.04
tbIVehicleEF	UBUS	0.09	0.02
tbIVehicleEF	UBUS	10.64	23.58
tbIVehicleEF	UBUS	14.18	1.72
tbIVehicleEF	UBUS	1,836.48	1,641.57
tbIVehicleEF	UBUS	155.92	23.84
tbIVehicleEF	UBUS	5.09	0.29
tbIVehicleEF	UBUS	12.44	0.23
tbIVehicleEF	UBUS	0.50	0.09
tbIVehicleEF	UBUS	0.01	0.02
tbIVehicleEF	UBUS	0.06	2.1590e-003
tbIVehicleEF	UBUS	1.6630e-003	2.1700e-004
tbIVehicleEF	UBUS	0.21	0.04
tbIVehicleEF	UBUS	3.0000e-003	5.0570e-003
tbIVehicleEF	UBUS	0.06	2.0460e-003
tbIVehicleEF	UBUS	1.5380e-003	1.9900e-004
tbIVehicleEF	UBUS	0.02	0.01
tbIVehicleEF	UBUS	0.17	0.01
tbIVehicleEF	UBUS	0.01	6.7530e-003
tbIVehicleEF	UBUS	0.65	0.05
tbIVehicleEF	UBUS	0.03	0.05

tblVehicleEF	UBUS	1.17	0.09
tblVehicleEF	UBUS	0.01	6.3870e-003
tblVehicleEF	UBUS	1.8170e-003	2.3600e-004
tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	0.17	0.01
tblVehicleEF	UBUS	0.01	6.7530e-003
tblVehicleEF	UBUS	2.31	3.11
tblVehicleEF	UBUS	0.03	0.05
tblVehicleEF	UBUS	1.28	0.09
tblVehicleEF	UBUS	1.60	3.04
tblVehicleEF	UBUS	0.10	0.02
tblVehicleEF	UBUS	10.37	23.58
tblVehicleEF	UBUS	16.61	2.01
tblVehicleEF	UBUS	1,836.48	1,641.57
tblVehicleEF	UBUS	155.92	24.32
tblVehicleEF	UBUS	5.42	0.29
tblVehicleEF	UBUS	12.54	0.24
tblVehicleEF	UBUS	0.50	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.06	2.1590e-003
tblVehicleEF	UBUS	1.6630e-003	2.1700e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.0570e-003
tblVehicleEF	UBUS	0.06	2.0460e-003
tblVehicleEF	UBUS	1.5380e-003	1.9900e-004
tblVehicleEF	UBUS	0.01	6.0360e-003
tblVehicleEF	UBUS	0.16	0.01
tblVehicleEF	UBUS	4.7660e-003	3.4290e-003
tblVehicleEF	UBUS	0.64	0.05
tblVehicleEF	UBUS	0.03	0.06

tblVehicleEF	UBUS	1.29	0.09
tblVehicleEF	UBUS	0.01	6.3860e-003
tblVehicleEF	UBUS	1.8600e-003	2.4100e-004
tblVehicleEF	UBUS	0.01	6.0360e-003
tblVehicleEF	UBUS	0.16	0.01
tblVehicleEF	UBUS	4.7660e-003	3.4290e-003
tblVehicleEF	UBUS	2.30	3.11
tblVehicleEF	UBUS	0.03	0.06
tblVehicleEF	UBUS	1.42	0.10
tblVehicleTrips	ST_TR	1.68	0.92
tblVehicleTrips	SU_TR	1.68	0.92
tblVehicleTrips	WD_TR	1.68	0.92

2.0 Emissions Summary

**2.2 Overall Operational
Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868
Energy	0.0480	0.4362	0.3664	2.6200e-003		0.0332	0.0332		0.0332	0.0332		523.4488	523.4488	0.0100	9.6000e-003	526.5594
Mobile	6.3070	72.7233	52.7308	0.2142	7.2624	0.8099	8.0724	2.0016	0.7743	2.7760		22,606.4421	22,606.4421	0.5351		22,619.8199
Offroad	1.1579	10.4319	9.4893	0.0123		0.7772	0.7772		0.7150	0.7150		1,190.1679	1,190.1679	0.3849		1,199.7910
Stationary	14.7676	57.7926	37.6594	0.0710		2.1727	2.1727		2.1727	2.1727		7,555.6271	7,555.6271	1.0593		7,582.1097
Total	40.1600	141.3848	100.3281	0.3000	7.2624	3.7932	11.0556	2.0016	3.6954	5.6971		31,875.8609	31,875.8609	1.9899	9.6000e-003	31,928.4669

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868
Energy	0.0338	0.3073	0.2581	1.8400e-003		0.0234	0.0234		0.0234	0.0234		368.7349	368.7349	7.0700e-003	6.7600e-003	370.9261
Mobile	6.2145	70.6165	51.5906	0.2050	6.8253	0.7657	7.5909	1.8811	0.7320	2.6132		21,644.6636	21,644.6636	0.5146		21,657.5286
Offroad	1.1579	10.4319	9.4893	0.0123		0.7772	0.7772		0.7150	0.7150		1,190.1679	1,190.1679	0.3849		1,199.7910
Stationary	14.7676	57.7926	37.6594	0.0710		2.1727	2.1727		2.1727	2.1727		7,555.6271	7,555.6271	1.0593		7,582.1097
Total	40.0533	139.1491	99.0796	0.2901	6.8253	3.7392	10.5644	1.8811	3.6433	5.5245		30,759.3685	30,759.3685	1.9664	6.7600e-003	30,810.5422

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.27	1.58	1.24	3.30	6.02	1.43	4.44	6.02	1.41	3.03	0.00	3.50	3.50	1.18	29.58	3.50

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

- Improve Pedestrian Network
- Implement Trip Reduction Program
- Market Commute Trip Reduction Option
- Employee Vanpool/Shuttle
- Provide Riade Sharing Program

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	6.2145	70.6165	51.5906	0.2050	6.8253	0.7657	7.5909	1.8811	0.7320	2.6132		21,644.6636	21,644.6636	0.5146		21,657.5286
Unmitigated	6.3070	72.7233	52.7308	0.2142	7.2624	0.8099	8.0724	2.0016	0.7743	2.7760		22,606.4421	22,606.4421	0.5351		22,619.8199

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Unrefrigerated Warehouse-No Rail	184.00	184.00	184.00	788,572	741,105
Unrefrigerated Warehouse-No Rail	552.00	552.00	552.00	2,365,716	2,223,315
Total	736.00	736.00	736.00	3,154,288	2,964,420

4.3 Trip Type Information

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-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Unrefrigerated Warehouse-No Rail	0.088364	0.038449	0.184390	0.122109	0.017402	0.064400	0.131700	0.343900	0.001365	0.001213	0.004629	0.000959	0.001120

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0338	0.3073	0.2581	1.8400e-003		0.0234	0.0234		0.0234	0.0234		368.7349	368.7349	7.0700e-003	6.7600e-003	370.9261
NaturalGas Unmitigated	0.0480	0.4362	0.3664	2.6200e-003		0.0332	0.0332		0.0332	0.0332		523.4488	523.4488	0.0100	9.6000e-003	526.5594

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Unrefrigerated Warehouse-No Part	1112.33	0.0120	0.1091	0.0916	6.5000e-004		8.2900e-003	8.2900e-003		8.2900e-003	8.2900e-003		130.8622	130.8622	2.5100e-003	2.4000e-003	131.6399
Unrefrigerated Warehouse-No Part	3336.99	0.0360	0.3272	0.2748	1.9600e-003		0.0249	0.0249		0.0249	0.0249		392.5866	392.5866	7.5200e-003	7.2000e-003	394.9196
Total		0.0480	0.4362	0.3664	2.6100e-003		0.0332	0.0332		0.0332	0.0332		523.4488	523.4488	0.0100	9.6000e-003	526.5594

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Unrefrigerated Warehouse-No	0.783562	8.4500e-003	0.0768	0.0645	4.6000e-004		5.8400e-003	5.8400e-003		5.8400e-003	5.8400e-003		92.1837	92.1837	1.7700e-003	1.6900e-003	92.7315
Unrefrigerated Warehouse-No	2.35068	0.0254	0.2305	0.1936	1.3800e-003		0.0175	0.0175		0.0175	0.0175		276.5512	276.5512	5.3000e-003	5.0700e-003	278.1946
Total		0.0338	0.3073	0.2581	1.8400e-003		0.0234	0.0234		0.0234	0.0234		368.7349	368.7349	7.0700e-003	6.7600e-003	370.9261

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868
Unmitigated	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.0318					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	15.8400					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.7300e-003	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868
Total	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.0318					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	15.8400					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.7300e-003	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868
Total	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868

7.0 Water Detail

7.1 Mitigation Measures Water

- Install Low Flow Bathroom Faucet
- Install Low Flow Kitchen Faucet
- Install Low Flow Toilet
- Install Low Flow Shower
- Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Forklifts	8	8.00	260	89	0.20	Electrical

UnMitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day										lb/day					
Forklifts	1.1579	10.4319	9.4893	0.0123		0.7772	0.7772		0.7150	0.7150		1,190.1679	1,190.1679	0.3849		1,199.7910
Total	1.1579	10.4319	9.4893	0.0123		0.7772	0.7772		0.7150	0.7150		1,190.1679	1,190.1679	0.3849		1,199.7910

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Fire Pump	2	3	100	500	0.73	Diesel
Emergency Generator	2	3	100	1000	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day										lb/day					
Emergency Generator - Diesel (750 - 9000 HP)	9.8451	44.0325	25.1062	0.0473		1.4484	1.4484		1.4484	1.4484		5,037.0847	5,037.0847	0.7062		5,054.7398
Fire Pump - Diesel (300 - 600 HP)	4.9226	13.7602	12.5531	0.0237		0.7242	0.7242		0.7242	0.7242		2,518.5424	2,518.5424	0.3531		2,527.3699
Total	14.7676	57.7926	37.6594	0.0710		2.1727	2.1727		2.1727	2.1727		7,555.6271	7,555.6271	1.0593		7,582.1097

11.0 Vegetation

HFCP - Proposed Project - Logistics Skechers Rates - Riverside-South Coast County, Winter

HFCP - Proposed Project - Logistics Skechers Rates Riverside-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	200.00	1000sqft	4.59	200,000.00	0
Unrefrigerated Warehouse-No Rail	600.00	1000sqft	13.77	600,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.4	Precipitation Freq (Days)	28
Climate Zone	10	Operational Year		2020	
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	702.44	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

- Project Characteristics -
- Land Use -
- Construction Phase - operational only run
- Vehicle Trips - Trip rates per Skechers counts
- Energy Use -
- Mobile Land Use Mitigation -
- Mobile Commute Mitigation - Trip reduction program, transit incentives, shuttles, ride sharing per MM AQ-5
- Area Mitigation -

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Energy Mitigation - Reduced energy per updated Title 24, MM AQ-4 Energy Star Appliances, MM AQ-9 LEED

Water Mitigation -

Waste Mitigation - MM AQ-8 Solid Waste Diversion

Fleet Mix - Per DEIR, fleet mix, HHD = 34.39%, MHD = 13.17%, LDH2=6.44%, Passenger = 46%

Operational Off-Road Equipment - equipment

Stationary Sources - Emergency Generators and Fire Pumps -

Vehicle Emission Factors - Updated with EMFAC 2017

Vehicle Emission Factors - Updated with EMFAC 2017

Vehicle Emission Factors - Updated with EMFAC 2017

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblFleetMix	HHD	0.07	0.34
tblFleetMix	LDA	0.54	0.09
tblFleetMix	LHD2	5.3390e-003	0.06
tblFleetMix	MHD	0.02	0.13
tblOperationalOffRoadEquipment	OperFuelType	Diesel	Electrical
tblOperationalOffRoadEquipment	OperLoadFactor	0.20	0.20
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	8.00
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	CH4_EF	0.07	0.07
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsEF	ROG_EF	2.2480e-003	2.2477e-003
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	500.00
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	1,000.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	3.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	3.00
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	100.00
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	100.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	2.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	2.00

tblVehicleEF	HHD	1.50	0.22
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	0.11	0.00
tblVehicleEF	HHD	3.46	57.15
tblVehicleEF	HHD	0.46	0.49
tblVehicleEF	HHD	1.51	1.5810e-003
tblVehicleEF	HHD	6,555.40	11,402.12
tblVehicleEF	HHD	1,477.34	1,404.21
tblVehicleEF	HHD	4.68	0.01
tblVehicleEF	HHD	27.96	62.45
tblVehicleEF	HHD	3.07	3.84
tblVehicleEF	HHD	20.33	1.89
tblVehicleEF	HHD	0.02	0.12
tblVehicleEF	HHD	0.06	0.06
tblVehicleEF	HHD	0.04	0.04
tblVehicleEF	HHD	0.02	0.07
tblVehicleEF	HHD	4.0000e-005	0.00
tblVehicleEF	HHD	0.02	0.12
tblVehicleEF	HHD	0.03	0.03
tblVehicleEF	HHD	8.8710e-003	8.8120e-003
tblVehicleEF	HHD	0.02	0.06
tblVehicleEF	HHD	3.7000e-005	0.00
tblVehicleEF	HHD	9.2000e-005	2.6000e-005
tblVehicleEF	HHD	2.7720e-003	4.5000e-005
tblVehicleEF	HHD	0.90	4.69
tblVehicleEF	HHD	5.1000e-005	1.6000e-005
tblVehicleEF	HHD	0.07	0.11
tblVehicleEF	HHD	1.9500e-004	2.3800e-004
tblVehicleEF	HHD	0.05	0.00
tblVehicleEF	HHD	0.06	0.11

tbIVehicleEF	HHD	0.01	0.01
tbIVehicleEF	HHD	7.2000e-005	0.00
tbIVehicleEF	HHD	9.2000e-005	2.6000e-005
tbIVehicleEF	HHD	2.7720e-003	4.5000e-005
tbIVehicleEF	HHD	1.03	5.34
tbIVehicleEF	HHD	5.1000e-005	1.6000e-005
tbIVehicleEF	HHD	0.11	0.14
tbIVehicleEF	HHD	1.9500e-004	2.3800e-004
tbIVehicleEF	HHD	0.06	0.00
tbIVehicleEF	HHD	1.42	0.23
tbIVehicleEF	HHD	0.03	0.03
tbIVehicleEF	HHD	0.11	0.00
tbIVehicleEF	HHD	2.53	55.60
tbIVehicleEF	HHD	0.46	0.49
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tbIVehicleEF	HHD	1,477.34	1,404.21
tbIVehicleEF	HHD	4.68	0.01
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tbIVehicleEF	HHD	20.32	1.89
tbIVehicleEF	HHD	0.02	0.12
tbIVehicleEF	HHD	0.06	0.06
tbIVehicleEF	HHD	0.04	0.04
tbIVehicleEF	HHD	0.02	0.07
tbIVehicleEF	HHD	4.0000e-005	0.00
tbIVehicleEF	HHD	0.01	0.11
tbIVehicleEF	HHD	0.03	0.03
tbIVehicleEF	HHD	8.8710e-003	8.8120e-003
tbIVehicleEF	HHD	0.02	0.06

tbIVehicleEF	HHD	3.7000e-005	0.00
tbIVehicleEF	HHD	1.7900e-004	4.9000e-005
tbIVehicleEF	HHD	3.1980e-003	5.0000e-005
tbIVehicleEF	HHD	0.84	4.86
tbIVehicleEF	HHD	1.0100e-004	3.3000e-005
tbIVehicleEF	HHD	0.07	0.11
tbIVehicleEF	HHD	2.0100e-004	2.4400e-004
tbIVehicleEF	HHD	0.05	0.00
tbIVehicleEF	HHD	0.07	0.11
tbIVehicleEF	HHD	0.01	0.01
tbIVehicleEF	HHD	7.1000e-005	0.00
tbIVehicleEF	HHD	1.7900e-004	4.9000e-005
tbIVehicleEF	HHD	3.1980e-003	5.0000e-005
tbIVehicleEF	HHD	0.97	5.54
tbIVehicleEF	HHD	1.0100e-004	3.3000e-005
tbIVehicleEF	HHD	0.11	0.14
tbIVehicleEF	HHD	2.0100e-004	2.4400e-004
tbIVehicleEF	HHD	0.05	0.00
tbIVehicleEF	HHD	1.62	0.21
tbIVehicleEF	HHD	0.03	0.03
tbIVehicleEF	HHD	0.11	0.00
tbIVehicleEF	HHD	4.76	59.28
tbIVehicleEF	HHD	0.46	0.49
tbIVehicleEF	HHD	1.51	1.5640e-003
tbIVehicleEF	HHD	6,023.73	11,407.74
tbIVehicleEF	HHD	1,477.34	1,404.21
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tbIVehicleEF	HHD	3.05	3.79
tbIVehicleEF	HHD	20.33	1.89

tbIVehicleEF	HHD	0.02	0.13
tbIVehicleEF	HHD	0.06	0.06
tbIVehicleEF	HHD	0.04	0.04
tbIVehicleEF	HHD	0.02	0.07
tbIVehicleEF	HHD	4.0000e-005	0.00
tbIVehicleEF	HHD	0.02	0.13
tbIVehicleEF	HHD	0.03	0.03
tbIVehicleEF	HHD	8.8710e-003	8.8120e-003
tbIVehicleEF	HHD	0.02	0.06
tbIVehicleEF	HHD	3.7000e-005	0.00
tbIVehicleEF	HHD	7.4000e-005	2.7000e-005
tbIVehicleEF	HHD	2.9910e-003	5.1000e-005
tbIVehicleEF	HHD	0.96	4.45
tbIVehicleEF	HHD	4.5000e-005	1.7000e-005
tbIVehicleEF	HHD	0.07	0.11
tbIVehicleEF	HHD	2.0800e-004	2.5200e-004
tbIVehicleEF	HHD	0.05	0.00
tbIVehicleEF	HHD	0.06	0.11
tbIVehicleEF	HHD	0.01	0.01
tbIVehicleEF	HHD	7.2000e-005	0.00
tbIVehicleEF	HHD	7.4000e-005	2.7000e-005
tbIVehicleEF	HHD	2.9910e-003	5.1000e-005
tbIVehicleEF	HHD	1.11	5.07
tbIVehicleEF	HHD	4.5000e-005	1.7000e-005
tbIVehicleEF	HHD	0.11	0.14
tbIVehicleEF	HHD	2.0800e-004	2.5200e-004
tbIVehicleEF	HHD	0.06	0.00
tbIVehicleEF	LDA	4.4730e-003	2.7930e-003
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tbIVehicleEF	LDA	0.62	0.71

tbIVehicleEF	LDA	1.29	2.21
tbIVehicleEF	LDA	266.01	270.87
tbIVehicleEF	LDA	60.91	56.42
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tbIVehicleEF	LDA	0.09	0.20
tbIVehicleEF	LDA	1.6430e-003	1.5090e-003
tbIVehicleEF	LDA	2.2790e-003	1.9920e-003
tbIVehicleEF	LDA	1.5150e-003	1.3900e-003
tbIVehicleEF	LDA	2.0950e-003	1.8320e-003
tbIVehicleEF	LDA	0.06	0.30
tbIVehicleEF	LDA	0.11	0.10
tbIVehicleEF	LDA	0.04	0.23
tbIVehicleEF	LDA	0.01	0.01
tbIVehicleEF	LDA	0.04	0.22
tbIVehicleEF	LDA	0.08	0.25
tbIVehicleEF	LDA	2.6640e-003	2.6800e-003
tbIVehicleEF	LDA	6.3100e-004	5.5800e-004
tbIVehicleEF	LDA	0.06	0.30
tbIVehicleEF	LDA	0.11	0.10
tbIVehicleEF	LDA	0.04	0.23
tbIVehicleEF	LDA	0.02	0.02
tbIVehicleEF	LDA	0.04	0.22
tbIVehicleEF	LDA	0.09	0.28
tbIVehicleEF	LDA	5.0810e-003	3.1460e-003
tbIVehicleEF	LDA	5.4700e-003	0.05
tbIVehicleEF	LDA	0.76	0.85
tbIVehicleEF	LDA	1.14	1.85
tbIVehicleEF	LDA	289.77	292.94
tbIVehicleEF	LDA	60.91	55.74
tbIVehicleEF	LDA	0.05	0.04

tblVehicleEF	LDA	0.08	0.19
tblVehicleEF	LDA	1.6430e-003	1.5090e-003
tblVehicleEF	LDA	2.2790e-003	1.9920e-003
tblVehicleEF	LDA	1.5150e-003	1.3900e-003
tblVehicleEF	LDA	2.0950e-003	1.8320e-003
tblVehicleEF	LDA	0.11	0.56
tblVehicleEF	LDA	0.13	0.12
tblVehicleEF	LDA	0.08	0.44
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.21
tblVehicleEF	LDA	0.07	0.22
tblVehicleEF	LDA	2.9040e-003	2.8980e-003
tblVehicleEF	LDA	6.2800e-004	5.5200e-004
tblVehicleEF	LDA	0.11	0.56
tblVehicleEF	LDA	0.13	0.12
tblVehicleEF	LDA	0.08	0.44
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.21
tblVehicleEF	LDA	0.08	0.24
tblVehicleEF	LDA	4.3110e-003	2.7450e-003
tblVehicleEF	LDA	6.4670e-003	0.06
tblVehicleEF	LDA	0.58	0.68
tblVehicleEF	LDA	1.32	2.19
tblVehicleEF	LDA	259.39	267.14
tblVehicleEF	LDA	60.91	56.40
tblVehicleEF	LDA	0.05	0.04
tblVehicleEF	LDA	0.09	0.20
tblVehicleEF	LDA	1.6430e-003	1.5090e-003
tblVehicleEF	LDA	2.2790e-003	1.9920e-003
tblVehicleEF	LDA	1.5150e-003	1.3900e-003

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tblVehicleEF	LDA	2.0950e-003	1.8320e-003
tblVehicleEF	LDA	0.05	0.30
tblVehicleEF	LDA	0.12	0.12
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.01	0.01
tblVehicleEF	LDA	0.04	0.24
tblVehicleEF	LDA	0.09	0.25
tblVehicleEF	LDA	2.5980e-003	2.6430e-003
tblVehicleEF	LDA	6.3200e-004	5.5800e-004
tblVehicleEF	LDA	0.05	0.30
tblVehicleEF	LDA	0.12	0.12
tblVehicleEF	LDA	0.04	0.23
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.04	0.24
tblVehicleEF	LDA	0.10	0.28
tblVehicleEF	LDT1	0.01	8.9240e-003
tblVehicleEF	LDT1	0.02	0.10
tblVehicleEF	LDT1	1.62	1.77
tblVehicleEF	LDT1	3.78	2.55
tblVehicleEF	LDT1	325.17	321.11
tblVehicleEF	LDT1	74.01	68.78
tblVehicleEF	LDT1	0.16	0.16
tblVehicleEF	LDT1	0.23	0.34
tblVehicleEF	LDT1	2.6810e-003	2.4860e-003
tblVehicleEF	LDT1	3.8960e-003	3.2230e-003
tblVehicleEF	LDT1	2.4680e-003	2.2880e-003
tblVehicleEF	LDT1	3.5830e-003	2.9630e-003
tblVehicleEF	LDT1	0.22	0.97
tblVehicleEF	LDT1	0.37	0.29
tblVehicleEF	LDT1	0.15	0.65

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tblVehicleEF	LDT1	0.03	0.04
tblVehicleEF	LDT1	0.22	0.95
tblVehicleEF	LDT1	0.27	0.51
tblVehicleEF	LDT1	3.2720e-003	3.1780e-003
tblVehicleEF	LDT1	8.0700e-004	6.8100e-004
tblVehicleEF	LDT1	0.22	0.97
tblVehicleEF	LDT1	0.37	0.29
tblVehicleEF	LDT1	0.15	0.65
tblVehicleEF	LDT1	0.05	0.06
tblVehicleEF	LDT1	0.22	0.95
tblVehicleEF	LDT1	0.30	0.56
tblVehicleEF	LDT1	0.02	9.9410e-003
tblVehicleEF	LDT1	0.02	0.08
tblVehicleEF	LDT1	1.95	2.08
tblVehicleEF	LDT1	3.33	2.13
tblVehicleEF	LDT1	353.10	344.18
tblVehicleEF	LDT1	74.01	67.86
tblVehicleEF	LDT1	0.15	0.15
tblVehicleEF	LDT1	0.22	0.32
tblVehicleEF	LDT1	2.6810e-003	2.4860e-003
tblVehicleEF	LDT1	3.8960e-003	3.2230e-003
tblVehicleEF	LDT1	2.4680e-003	2.2880e-003
tblVehicleEF	LDT1	3.5830e-003	2.9630e-003
tblVehicleEF	LDT1	0.44	1.80
tblVehicleEF	LDT1	0.46	0.35
tblVehicleEF	LDT1	0.29	1.26
tblVehicleEF	LDT1	0.04	0.04
tblVehicleEF	LDT1	0.22	0.93
tblVehicleEF	LDT1	0.23	0.44
tblVehicleEF	LDT1	3.5570e-003	3.4060e-003

tbIVehicleEF	LDT1	7.9900e-004	6.7200e-004
tbIVehicleEF	LDT1	0.44	1.80
tbIVehicleEF	LDT1	0.46	0.35
tbIVehicleEF	LDT1	0.29	1.26
tbIVehicleEF	LDT1	0.06	0.06
tbIVehicleEF	LDT1	0.22	0.93
tbIVehicleEF	LDT1	0.26	0.48
tbIVehicleEF	LDT1	0.01	8.7780e-003
tbIVehicleEF	LDT1	0.02	0.10
tbIVehicleEF	LDT1	1.52	1.71
tbIVehicleEF	LDT1	3.84	2.53
tbIVehicleEF	LDT1	316.88	317.20
tbIVehicleEF	LDT1	74.01	68.75
tbIVehicleEF	LDT1	0.16	0.16
tbIVehicleEF	LDT1	0.23	0.34
tbIVehicleEF	LDT1	2.6810e-003	2.4860e-003
tbIVehicleEF	LDT1	3.8960e-003	3.2230e-003
tbIVehicleEF	LDT1	2.4680e-003	2.2880e-003
tbIVehicleEF	LDT1	3.5830e-003	2.9630e-003
tbIVehicleEF	LDT1	0.19	0.99
tbIVehicleEF	LDT1	0.41	0.34
tbIVehicleEF	LDT1	0.13	0.65
tbIVehicleEF	LDT1	0.03	0.04
tbIVehicleEF	LDT1	0.25	1.11
tbIVehicleEF	LDT1	0.28	0.51
tbIVehicleEF	LDT1	3.1880e-003	3.1390e-003
tbIVehicleEF	LDT1	8.0800e-004	6.8000e-004
tbIVehicleEF	LDT1	0.19	0.99
tbIVehicleEF	LDT1	0.41	0.34
tbIVehicleEF	LDT1	0.13	0.65

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tbIVehicleEF	LDT1	0.05	0.06
tbIVehicleEF	LDT1	0.25	1.11
tbIVehicleEF	LDT1	0.30	0.56
tbIVehicleEF	LDT2	6.1110e-003	4.5190e-003
tbIVehicleEF	LDT2	8.2750e-003	0.08
tbIVehicleEF	LDT2	0.82	1.03
tbIVehicleEF	LDT2	1.71	2.88
tbIVehicleEF	LDT2	366.61	346.07
tbIVehicleEF	LDT2	83.75	74.32
tbIVehicleEF	LDT2	0.09	0.10
tbIVehicleEF	LDT2	0.15	0.34
tbIVehicleEF	LDT2	1.6030e-003	1.5600e-003
tbIVehicleEF	LDT2	2.3200e-003	2.0380e-003
tbIVehicleEF	LDT2	1.4740e-003	1.4360e-003
tbIVehicleEF	LDT2	2.1330e-003	1.8740e-003
tbIVehicleEF	LDT2	0.07	0.45
tbIVehicleEF	LDT2	0.13	0.14
tbIVehicleEF	LDT2	0.06	0.37
tbIVehicleEF	LDT2	0.02	0.02
tbIVehicleEF	LDT2	0.07	0.44
tbIVehicleEF	LDT2	0.11	0.37
tbIVehicleEF	LDT2	3.6730e-003	3.4240e-003
tbIVehicleEF	LDT2	8.6600e-004	7.3500e-004
tbIVehicleEF	LDT2	0.07	0.45
tbIVehicleEF	LDT2	0.13	0.14
tbIVehicleEF	LDT2	0.06	0.37
tbIVehicleEF	LDT2	0.02	0.03
tbIVehicleEF	LDT2	0.07	0.44
tbIVehicleEF	LDT2	0.12	0.40
tbIVehicleEF	LDT2	6.9350e-003	5.0670e-003

tblVehicleEF	LDT2	7.1890e-003	0.07
tblVehicleEF	LDT2	1.00	1.22
tblVehicleEF	LDT2	1.51	2.40
tblVehicleEF	LDT2	398.95	368.67
tblVehicleEF	LDT2	83.75	73.39
tblVehicleEF	LDT2	0.08	0.09
tblVehicleEF	LDT2	0.15	0.32
tblVehicleEF	LDT2	1.6030e-003	1.5600e-003
tblVehicleEF	LDT2	2.3200e-003	2.0380e-003
tblVehicleEF	LDT2	1.4740e-003	1.4360e-003
tblVehicleEF	LDT2	2.1330e-003	1.8740e-003
tblVehicleEF	LDT2	0.14	0.83
tblVehicleEF	LDT2	0.15	0.16
tblVehicleEF	LDT2	0.11	0.69
tblVehicleEF	LDT2	0.02	0.02
tblVehicleEF	LDT2	0.07	0.43
tblVehicleEF	LDT2	0.10	0.32
tblVehicleEF	LDT2	3.9980e-003	3.6480e-003
tblVehicleEF	LDT2	8.6300e-004	7.2600e-004
tblVehicleEF	LDT2	0.14	0.83
tblVehicleEF	LDT2	0.15	0.16
tblVehicleEF	LDT2	0.11	0.69
tblVehicleEF	LDT2	0.03	0.03
tblVehicleEF	LDT2	0.07	0.43
tblVehicleEF	LDT2	0.11	0.35
tblVehicleEF	LDT2	5.8750e-003	4.4430e-003
tblVehicleEF	LDT2	8.5090e-003	0.08
tblVehicleEF	LDT2	0.76	0.99
tblVehicleEF	LDT2	1.74	2.86
tblVehicleEF	LDT2	356.95	342.25

tblVehicleEF	LDT2	83.75	74.28
tblVehicleEF	LDT2	0.08	0.09
tblVehicleEF	LDT2	0.15	0.34
tblVehicleEF	LDT2	1.6030e-003	1.5600e-003
tblVehicleEF	LDT2	2.3200e-003	2.0380e-003
tblVehicleEF	LDT2	1.4740e-003	1.4360e-003
tblVehicleEF	LDT2	2.1330e-003	1.8740e-003
tblVehicleEF	LDT2	0.06	0.44
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.05	0.37
tblVehicleEF	LDT2	0.01	0.02
tblVehicleEF	LDT2	0.08	0.51
tblVehicleEF	LDT2	0.11	0.37
tblVehicleEF	LDT2	3.5750e-003	3.3860e-003
tblVehicleEF	LDT2	8.6700e-004	7.3500e-004
tblVehicleEF	LDT2	0.06	0.44
tblVehicleEF	LDT2	0.14	0.16
tblVehicleEF	LDT2	0.05	0.37
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.08	0.51
tblVehicleEF	LDT2	0.13	0.40
tblVehicleEF	LHD1	5.6490e-003	0.07
tblVehicleEF	LHD1	0.01	5.8570e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.15	2.30
tblVehicleEF	LHD1	1.03	0.81
tblVehicleEF	LHD1	2.54	0.88
tblVehicleEF	LHD1	9.27	131.32
tblVehicleEF	LHD1	612.92	640.47
tblVehicleEF	LHD1	30.90	9.43

tblVehicleEF	LHD1	0.09	1.25
tblVehicleEF	LHD1	2.35	1.83
tblVehicleEF	LHD1	1.02	0.28
tblVehicleEF	LHD1	9.6900e-004	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.2500e-004	2.2200e-004
tblVehicleEF	LHD1	9.2700e-004	0.01
tblVehicleEF	LHD1	2.5280e-003	2.5110e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.5100e-004	2.0500e-004
tblVehicleEF	LHD1	3.9460e-003	0.04
tblVehicleEF	LHD1	0.10	0.07
tblVehicleEF	LHD1	0.02	0.28
tblVehicleEF	LHD1	1.9130e-003	0.02
tblVehicleEF	LHD1	0.08	0.07
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.28	0.07
tblVehicleEF	LHD1	9.3000e-005	1.2680e-003
tblVehicleEF	LHD1	6.0140e-003	6.2270e-003
tblVehicleEF	LHD1	3.5800e-004	9.3000e-005
tblVehicleEF	LHD1	3.9460e-003	0.04
tblVehicleEF	LHD1	0.10	0.07
tblVehicleEF	LHD1	0.02	0.40
tblVehicleEF	LHD1	1.9130e-003	0.02
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.30	0.08
tblVehicleEF	LHD1	5.6490e-003	0.07
tblVehicleEF	LHD1	0.01	5.9510e-003

tbIVehicleEF	LHD1	0.02	0.01
tbIVehicleEF	LHD1	0.15	2.30
tbIVehicleEF	LHD1	1.05	0.82
tbIVehicleEF	LHD1	2.42	0.84
tbIVehicleEF	LHD1	9.27	131.32
tbIVehicleEF	LHD1	612.92	640.49
tbIVehicleEF	LHD1	30.90	9.34
tbIVehicleEF	LHD1	0.09	1.25
tbIVehicleEF	LHD1	2.21	1.72
tbIVehicleEF	LHD1	0.98	0.27
tbIVehicleEF	LHD1	9.6900e-004	0.01
tbIVehicleEF	LHD1	0.01	0.01
tbIVehicleEF	LHD1	0.01	0.01
tbIVehicleEF	LHD1	9.2500e-004	2.2200e-004
tbIVehicleEF	LHD1	9.2700e-004	0.01
tbIVehicleEF	LHD1	2.5280e-003	2.5110e-003
tbIVehicleEF	LHD1	0.01	0.01
tbIVehicleEF	LHD1	8.5100e-004	2.0500e-004
tbIVehicleEF	LHD1	7.3960e-003	0.07
tbIVehicleEF	LHD1	0.12	0.08
tbIVehicleEF	LHD1	0.02	0.28
tbIVehicleEF	LHD1	3.6890e-003	0.04
tbIVehicleEF	LHD1	0.08	0.07
tbIVehicleEF	LHD1	0.31	0.45
tbIVehicleEF	LHD1	0.27	0.07
tbIVehicleEF	LHD1	9.3000e-005	1.2680e-003
tbIVehicleEF	LHD1	6.0140e-003	6.2270e-003
tbIVehicleEF	LHD1	3.5500e-004	9.2000e-005
tbIVehicleEF	LHD1	7.3960e-003	0.07
tbIVehicleEF	LHD1	0.12	0.08

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tblVehicleEF	LHD1	0.02	0.40
tblVehicleEF	LHD1	3.6890e-003	0.04
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.31	0.45
tblVehicleEF	LHD1	0.29	0.08
tblVehicleEF	LHD1	5.6490e-003	0.07
tblVehicleEF	LHD1	0.01	5.8660e-003
tblVehicleEF	LHD1	0.02	0.01
tblVehicleEF	LHD1	0.15	2.30
tblVehicleEF	LHD1	1.03	0.80
tblVehicleEF	LHD1	2.54	0.87
tblVehicleEF	LHD1	9.27	131.32
tblVehicleEF	LHD1	612.92	640.47
tblVehicleEF	LHD1	30.90	9.41
tblVehicleEF	LHD1	0.09	1.25
tblVehicleEF	LHD1	2.32	1.80
tblVehicleEF	LHD1	1.01	0.28
tblVehicleEF	LHD1	9.6900e-004	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	9.2500e-004	2.2200e-004
tblVehicleEF	LHD1	9.2700e-004	0.01
tblVehicleEF	LHD1	2.5280e-003	2.5110e-003
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	8.5100e-004	2.0500e-004
tblVehicleEF	LHD1	3.5540e-003	0.04
tblVehicleEF	LHD1	0.12	0.08
tblVehicleEF	LHD1	0.02	0.28
tblVehicleEF	LHD1	1.7480e-003	0.02
tblVehicleEF	LHD1	0.08	0.07

tbIVehicleEF	LHD1	0.33	0.48
tbIVehicleEF	LHD1	0.28	0.07
tbIVehicleEF	LHD1	9.3000e-005	1.2680e-003
tbIVehicleEF	LHD1	6.0140e-003	6.2270e-003
tbIVehicleEF	LHD1	3.5800e-004	9.3000e-005
tbIVehicleEF	LHD1	3.5540e-003	0.04
tbIVehicleEF	LHD1	0.12	0.08
tbIVehicleEF	LHD1	0.02	0.40
tbIVehicleEF	LHD1	1.7480e-003	0.02
tbIVehicleEF	LHD1	0.10	0.08
tbIVehicleEF	LHD1	0.33	0.48
tbIVehicleEF	LHD1	0.30	0.08
tbIVehicleEF	LHD2	3.8330e-003	0.04
tbIVehicleEF	LHD2	5.1000e-003	4.0970e-003
tbIVehicleEF	LHD2	9.1950e-003	7.3890e-003
tbIVehicleEF	LHD2	0.12	1.66
tbIVehicleEF	LHD2	0.56	0.56
tbIVehicleEF	LHD2	1.23	0.45
tbIVehicleEF	LHD2	14.53	202.06
tbIVehicleEF	LHD2	609.83	634.08
tbIVehicleEF	LHD2	23.90	5.72
tbIVehicleEF	LHD2	0.12	1.79
tbIVehicleEF	LHD2	1.94	2.00
tbIVehicleEF	LHD2	0.56	0.15
tbIVehicleEF	LHD2	1.3510e-003	0.02
tbIVehicleEF	LHD2	0.01	0.01
tbIVehicleEF	LHD2	0.01	0.02
tbIVehicleEF	LHD2	4.1000e-004	9.4000e-005
tbIVehicleEF	LHD2	1.2930e-003	0.02
tbIVehicleEF	LHD2	2.6930e-003	2.7370e-003

tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.7700e-004	8.7000e-005
tblVehicleEF	LHD2	1.5990e-003	0.02
tblVehicleEF	LHD2	0.04	0.03
tblVehicleEF	LHD2	0.01	0.20
tblVehicleEF	LHD2	8.1500e-004	8.4590e-003
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.12	0.04
tblVehicleEF	LHD2	1.4200e-004	1.9270e-003
tblVehicleEF	LHD2	5.9300e-003	6.1000e-003
tblVehicleEF	LHD2	2.6200e-004	5.7000e-005
tblVehicleEF	LHD2	1.5990e-003	0.02
tblVehicleEF	LHD2	0.04	0.03
tblVehicleEF	LHD2	0.02	0.27
tblVehicleEF	LHD2	8.1500e-004	8.4590e-003
tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.14	0.04
tblVehicleEF	LHD2	3.8330e-003	0.04
tblVehicleEF	LHD2	5.1600e-003	4.1300e-003
tblVehicleEF	LHD2	8.8690e-003	7.1060e-003
tblVehicleEF	LHD2	0.12	1.66
tblVehicleEF	LHD2	0.56	0.57
tblVehicleEF	LHD2	1.18	0.43
tblVehicleEF	LHD2	14.53	202.06
tblVehicleEF	LHD2	609.83	634.09
tblVehicleEF	LHD2	23.90	5.68
tblVehicleEF	LHD2	0.12	1.79
tblVehicleEF	LHD2	1.83	1.89

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tblVehicleEF	LHD2	0.54	0.14
tblVehicleEF	LHD2	1.3510e-003	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	4.1000e-004	9.4000e-005
tblVehicleEF	LHD2	1.2930e-003	0.02
tblVehicleEF	LHD2	2.6930e-003	2.7370e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	3.7700e-004	8.7000e-005
tblVehicleEF	LHD2	3.0260e-003	0.03
tblVehicleEF	LHD2	0.05	0.04
tblVehicleEF	LHD2	0.01	0.20
tblVehicleEF	LHD2	1.5540e-003	0.02
tblVehicleEF	LHD2	0.06	0.07
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.12	0.03
tblVehicleEF	LHD2	1.4200e-004	1.9270e-003
tblVehicleEF	LHD2	5.9300e-003	6.1000e-003
tblVehicleEF	LHD2	2.6100e-004	5.6000e-005
tblVehicleEF	LHD2	3.0260e-003	0.03
tblVehicleEF	LHD2	0.05	0.04
tblVehicleEF	LHD2	0.02	0.27
tblVehicleEF	LHD2	1.5540e-003	0.02
tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	0.09	0.20
tblVehicleEF	LHD2	0.13	0.04
tblVehicleEF	LHD2	3.8330e-003	0.04
tblVehicleEF	LHD2	5.0860e-003	4.1010e-003
tblVehicleEF	LHD2	9.2490e-003	7.3380e-003
tblVehicleEF	LHD2	0.12	1.66

tbIVehicleEF	LHD2	0.56	0.56
tbIVehicleEF	LHD2	1.24	0.45
tbIVehicleEF	LHD2	14.53	202.06
tbIVehicleEF	LHD2	609.83	634.08
tbIVehicleEF	LHD2	23.90	5.72
tbIVehicleEF	LHD2	0.12	1.79
tbIVehicleEF	LHD2	1.92	1.97
tbIVehicleEF	LHD2	0.56	0.15
tbIVehicleEF	LHD2	1.3510e-003	0.02
tbIVehicleEF	LHD2	0.01	0.01
tbIVehicleEF	LHD2	0.01	0.02
tbIVehicleEF	LHD2	4.1000e-004	9.4000e-005
tbIVehicleEF	LHD2	1.2930e-003	0.02
tbIVehicleEF	LHD2	2.6930e-003	2.7370e-003
tbIVehicleEF	LHD2	0.01	0.01
tbIVehicleEF	LHD2	3.7700e-004	8.7000e-005
tbIVehicleEF	LHD2	1.2860e-003	0.02
tbIVehicleEF	LHD2	0.04	0.04
tbIVehicleEF	LHD2	0.01	0.20
tbIVehicleEF	LHD2	6.9100e-004	8.8280e-003
tbIVehicleEF	LHD2	0.06	0.07
tbIVehicleEF	LHD2	0.10	0.21
tbIVehicleEF	LHD2	0.12	0.04
tbIVehicleEF	LHD2	1.4200e-004	1.9270e-003
tbIVehicleEF	LHD2	5.9300e-003	6.1000e-003
tbIVehicleEF	LHD2	2.6200e-004	5.7000e-005
tbIVehicleEF	LHD2	1.2860e-003	0.02
tbIVehicleEF	LHD2	0.04	0.04
tbIVehicleEF	LHD2	0.02	0.27
tbIVehicleEF	LHD2	6.9100e-004	8.8280e-003

tblVehicleEF	LHD2	0.07	0.08
tblVehicleEF	LHD2	0.10	0.21
tblVehicleEF	LHD2	0.14	0.04
tblVehicleEF	MCY	0.41	0.32
tblVehicleEF	MCY	0.15	0.25
tblVehicleEF	MCY	19.93	19.76
tblVehicleEF	MCY	9.66	8.58
tblVehicleEF	MCY	164.88	207.31
tblVehicleEF	MCY	46.70	61.27
tblVehicleEF	MCY	1.13	1.13
tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	1.7160e-003	1.6670e-003
tblVehicleEF	MCY	3.4600e-003	2.9080e-003
tblVehicleEF	MCY	1.6070e-003	1.5620e-003
tblVehicleEF	MCY	3.2650e-003	2.7430e-003
tblVehicleEF	MCY	1.68	2.82
tblVehicleEF	MCY	0.86	0.79
tblVehicleEF	MCY	0.93	1.51
tblVehicleEF	MCY	2.17	2.17
tblVehicleEF	MCY	0.58	1.92
tblVehicleEF	MCY	2.09	1.86
tblVehicleEF	MCY	2.0370e-003	2.0520e-003
tblVehicleEF	MCY	6.8600e-004	6.0600e-004
tblVehicleEF	MCY	1.68	2.82
tblVehicleEF	MCY	0.86	0.79
tblVehicleEF	MCY	0.93	1.51
tblVehicleEF	MCY	2.66	2.66
tblVehicleEF	MCY	0.58	1.92
tblVehicleEF	MCY	2.27	2.02
tblVehicleEF	MCY	0.41	0.31

tblVehicleEF	MCY	0.14	0.22
tblVehicleEF	MCY	20.66	19.72
tblVehicleEF	MCY	9.11	7.89
tblVehicleEF	MCY	164.88	207.06
tblVehicleEF	MCY	46.70	59.40
tblVehicleEF	MCY	0.98	0.98
tblVehicleEF	MCY	0.29	0.25
tblVehicleEF	MCY	1.7160e-003	1.6670e-003
tblVehicleEF	MCY	3.4600e-003	2.9080e-003
tblVehicleEF	MCY	1.6070e-003	1.5620e-003
tblVehicleEF	MCY	3.2650e-003	2.7430e-003
tblVehicleEF	MCY	3.35	5.42
tblVehicleEF	MCY	1.25	1.08
tblVehicleEF	MCY	2.10	3.43
tblVehicleEF	MCY	2.15	2.12
tblVehicleEF	MCY	0.58	1.89
tblVehicleEF	MCY	1.87	1.63
tblVehicleEF	MCY	2.0470e-003	2.0490e-003
tblVehicleEF	MCY	6.7100e-004	5.8800e-004
tblVehicleEF	MCY	3.35	5.42
tblVehicleEF	MCY	1.25	1.08
tblVehicleEF	MCY	2.10	3.43
tblVehicleEF	MCY	2.63	2.60
tblVehicleEF	MCY	0.58	1.89
tblVehicleEF	MCY	2.03	1.77
tblVehicleEF	MCY	0.41	0.32
tblVehicleEF	MCY	0.15	0.24
tblVehicleEF	MCY	19.43	19.16
tblVehicleEF	MCY	9.60	8.36
tblVehicleEF	MCY	164.88	206.28

tblVehicleEF	MCY	46.70	60.77
tblVehicleEF	MCY	1.13	1.10
tblVehicleEF	MCY	0.31	0.26
tblVehicleEF	MCY	1.7160e-003	1.6670e-003
tblVehicleEF	MCY	3.4600e-003	2.9080e-003
tblVehicleEF	MCY	1.6070e-003	1.5620e-003
tblVehicleEF	MCY	3.2650e-003	2.7430e-003
tblVehicleEF	MCY	1.60	3.24
tblVehicleEF	MCY	1.06	1.05
tblVehicleEF	MCY	0.75	1.52
tblVehicleEF	MCY	2.17	2.15
tblVehicleEF	MCY	0.66	2.19
tblVehicleEF	MCY	2.10	1.82
tblVehicleEF	MCY	2.0290e-003	2.0410e-003
tblVehicleEF	MCY	6.8600e-004	6.0100e-004
tblVehicleEF	MCY	1.60	3.24
tblVehicleEF	MCY	1.06	1.05
tblVehicleEF	MCY	0.75	1.52
tblVehicleEF	MCY	2.66	2.63
tblVehicleEF	MCY	0.66	2.19
tblVehicleEF	MCY	2.28	1.98
tblVehicleEF	MDV	0.01	6.2680e-003
tblVehicleEF	MDV	0.02	0.10
tblVehicleEF	MDV	1.58	1.28
tblVehicleEF	MDV	3.47	3.46
tblVehicleEF	MDV	501.88	430.06
tblVehicleEF	MDV	112.78	91.54
tblVehicleEF	MDV	0.19	0.13
tblVehicleEF	MDV	0.34	0.43
tblVehicleEF	MDV	1.7360e-003	1.6260e-003

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tblVehicleEF	MDV	2.5110e-003	2.1290e-003
tblVehicleEF	MDV	1.6010e-003	1.5010e-003
tblVehicleEF	MDV	2.3110e-003	1.9590e-003
tblVehicleEF	MDV	0.11	0.51
tblVehicleEF	MDV	0.21	0.17
tblVehicleEF	MDV	0.09	0.44
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.11	0.49
tblVehicleEF	MDV	0.27	0.49
tblVehicleEF	MDV	5.0330e-003	4.2520e-003
tblVehicleEF	MDV	1.1890e-003	9.0600e-004
tblVehicleEF	MDV	0.11	0.51
tblVehicleEF	MDV	0.21	0.17
tblVehicleEF	MDV	0.09	0.44
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.11	0.49
tblVehicleEF	MDV	0.30	0.54
tblVehicleEF	MDV	0.02	6.9690e-003
tblVehicleEF	MDV	0.02	0.09
tblVehicleEF	MDV	1.91	1.51
tblVehicleEF	MDV	3.08	2.90
tblVehicleEF	MDV	544.80	454.20
tblVehicleEF	MDV	112.78	90.40
tblVehicleEF	MDV	0.18	0.12
tblVehicleEF	MDV	0.33	0.40
tblVehicleEF	MDV	1.7360e-003	1.6260e-003
tblVehicleEF	MDV	2.5110e-003	2.1290e-003
tblVehicleEF	MDV	1.6010e-003	1.5010e-003
tblVehicleEF	MDV	2.3110e-003	1.9590e-003
tblVehicleEF	MDV	0.22	0.95

tblVehicleEF	MDV	0.24	0.19
tblVehicleEF	MDV	0.17	0.82
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.11	0.48
tblVehicleEF	MDV	0.24	0.42
tblVehicleEF	MDV	5.4670e-003	4.4910e-003
tblVehicleEF	MDV	1.1820e-003	8.9500e-004
tblVehicleEF	MDV	0.22	0.95
tblVehicleEF	MDV	0.24	0.19
tblVehicleEF	MDV	0.17	0.82
tblVehicleEF	MDV	0.06	0.04
tblVehicleEF	MDV	0.11	0.48
tblVehicleEF	MDV	0.26	0.46
tblVehicleEF	MDV	0.01	6.1580e-003
tblVehicleEF	MDV	0.02	0.10
tblVehicleEF	MDV	1.48	1.23
tblVehicleEF	MDV	3.54	3.44
tblVehicleEF	MDV	489.12	425.98
tblVehicleEF	MDV	112.78	91.50
tblVehicleEF	MDV	0.18	0.13
tblVehicleEF	MDV	0.34	0.42
tblVehicleEF	MDV	1.7360e-003	1.6260e-003
tblVehicleEF	MDV	2.5110e-003	2.1290e-003
tblVehicleEF	MDV	1.6010e-003	1.5010e-003
tblVehicleEF	MDV	2.3110e-003	1.9590e-003
tblVehicleEF	MDV	0.09	0.49
tblVehicleEF	MDV	0.22	0.18
tblVehicleEF	MDV	0.08	0.45
tblVehicleEF	MDV	0.04	0.03
tblVehicleEF	MDV	0.13	0.56

tblVehicleEF	MDV	0.28	0.49
tblVehicleEF	MDV	4.9040e-003	4.2120e-003
tblVehicleEF	MDV	1.1910e-003	9.0500e-004
tblVehicleEF	MDV	0.09	0.49
tblVehicleEF	MDV	0.22	0.18
tblVehicleEF	MDV	0.08	0.45
tblVehicleEF	MDV	0.05	0.04
tblVehicleEF	MDV	0.13	0.56
tblVehicleEF	MDV	0.31	0.54
tblVehicleEF	MH	0.03	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.14	1.60
tblVehicleEF	MH	6.37	2.20
tblVehicleEF	MH	1,005.77	1,483.02
tblVehicleEF	MH	58.82	19.22
tblVehicleEF	MH	1.76	1.66
tblVehicleEF	MH	0.89	0.23
tblVehicleEF	MH	0.13	0.13
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.05	0.04
tblVehicleEF	MH	1.2480e-003	2.7100e-004
tblVehicleEF	MH	3.2450e-003	3.2810e-003
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.1520e-003	2.4900e-004
tblVehicleEF	MH	1.64	0.12
tblVehicleEF	MH	0.09	0.07
tblVehicleEF	MH	0.56	0.04
tblVehicleEF	MH	0.11	0.07
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.39	0.10

tbIVehicleEF	MH	9.9900e-003	0.01
tbIVehicleEF	MH	7.0000e-004	1.9000e-004
tbIVehicleEF	MH	1.64	0.12
tbIVehicleEF	MH	0.09	0.07
tbIVehicleEF	MH	0.56	0.04
tbIVehicleEF	MH	0.15	0.09
tbIVehicleEF	MH	0.03	1.55
tbIVehicleEF	MH	0.42	0.11
tbIVehicleEF	MH	0.03	0.01
tbIVehicleEF	MH	0.03	0.02
tbIVehicleEF	MH	3.24	1.64
tbIVehicleEF	MH	5.95	2.05
tbIVehicleEF	MH	1,005.77	1,483.09
tbIVehicleEF	MH	58.82	18.96
tbIVehicleEF	MH	1.63	1.54
tbIVehicleEF	MH	0.86	0.22
tbIVehicleEF	MH	0.13	0.13
tbIVehicleEF	MH	0.01	0.01
tbIVehicleEF	MH	0.05	0.04
tbIVehicleEF	MH	1.2480e-003	2.7100e-004
tbIVehicleEF	MH	3.2450e-003	3.2810e-003
tbIVehicleEF	MH	0.04	0.04
tbIVehicleEF	MH	1.1520e-003	2.4900e-004
tbIVehicleEF	MH	3.01	0.21
tbIVehicleEF	MH	0.10	0.08
tbIVehicleEF	MH	1.11	0.08
tbIVehicleEF	MH	0.11	0.07
tbIVehicleEF	MH	0.03	1.55
tbIVehicleEF	MH	0.37	0.10
tbIVehicleEF	MH	9.9910e-003	0.01

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tblVehicleEF	MH	6.9300e-004	1.8800e-004
tblVehicleEF	MH	3.01	0.21
tblVehicleEF	MH	0.10	0.08
tblVehicleEF	MH	1.11	0.08
tblVehicleEF	MH	0.15	0.09
tblVehicleEF	MH	0.03	1.55
tblVehicleEF	MH	0.40	0.11
tblVehicleEF	MH	0.03	0.01
tblVehicleEF	MH	0.03	0.02
tblVehicleEF	MH	3.12	1.60
tblVehicleEF	MH	6.40	2.20
tblVehicleEF	MH	1,005.77	1,483.02
tblVehicleEF	MH	58.82	19.21
tblVehicleEF	MH	1.74	1.62
tblVehicleEF	MH	0.89	0.23
tblVehicleEF	MH	0.13	0.13
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.05	0.04
tblVehicleEF	MH	1.2480e-003	2.7100e-004
tblVehicleEF	MH	3.2450e-003	3.2810e-003
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	1.1520e-003	2.4900e-004
tblVehicleEF	MH	1.67	0.14
tblVehicleEF	MH	0.11	0.09
tblVehicleEF	MH	0.55	0.05
tblVehicleEF	MH	0.11	0.07
tblVehicleEF	MH	0.03	1.64
tblVehicleEF	MH	0.39	0.10
tblVehicleEF	MH	9.9890e-003	0.01
tblVehicleEF	MH	7.0000e-004	1.9000e-004

tbIVehicleEF	MH	1.67	0.14
tbIVehicleEF	MH	0.11	0.09
tbIVehicleEF	MH	0.55	0.05
tbIVehicleEF	MH	0.15	0.09
tbIVehicleEF	MH	0.03	1.64
tbIVehicleEF	MH	0.42	0.11
tbIVehicleEF	MHD	0.02	0.02
tbIVehicleEF	MHD	6.1240e-003	7.1090e-003
tbIVehicleEF	MHD	0.06	2.7490e-003
tbIVehicleEF	MHD	0.43	3.13
tbIVehicleEF	MHD	0.47	0.63
tbIVehicleEF	MHD	6.54	0.33
tbIVehicleEF	MHD	156.54	823.90
tbIVehicleEF	MHD	1,067.94	996.67
tbIVehicleEF	MHD	55.18	2.67
tbIVehicleEF	MHD	1.06	8.54
tbIVehicleEF	MHD	1.70	3.03
tbIVehicleEF	MHD	11.65	1.14
tbIVehicleEF	MHD	3.7720e-003	0.03
tbIVehicleEF	MHD	0.06	0.10
tbIVehicleEF	MHD	8.1800e-004	3.3000e-005
tbIVehicleEF	MHD	3.6080e-003	0.03
tbIVehicleEF	MHD	0.05	0.10
tbIVehicleEF	MHD	7.5200e-004	3.0000e-005
tbIVehicleEF	MHD	1.8750e-003	3.9160e-003
tbIVehicleEF	MHD	0.05	6.3490e-003
tbIVehicleEF	MHD	0.03	0.19
tbIVehicleEF	MHD	9.0500e-004	2.0170e-003
tbIVehicleEF	MHD	0.07	0.14
tbIVehicleEF	MHD	0.02	0.03

tblVehicleEF	MHD	0.40	0.02
tblVehicleEF	MHD	1.5050e-003	7.8000e-003
tblVehicleEF	MHD	0.01	9.4650e-003
tblVehicleEF	MHD	6.6700e-004	2.6000e-005
tblVehicleEF	MHD	1.8750e-003	3.9160e-003
tblVehicleEF	MHD	0.05	6.3490e-003
tblVehicleEF	MHD	0.05	0.24
tblVehicleEF	MHD	9.0500e-004	2.0170e-003
tblVehicleEF	MHD	0.08	0.16
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.44	0.02
tblVehicleEF	MHD	0.02	0.02
tblVehicleEF	MHD	6.1890e-003	7.1350e-003
tblVehicleEF	MHD	0.06	2.6400e-003
tblVehicleEF	MHD	0.31	2.59
tblVehicleEF	MHD	0.47	0.63
tblVehicleEF	MHD	6.24	0.32
tblVehicleEF	MHD	165.81	844.30
tblVehicleEF	MHD	1,067.94	996.68
tblVehicleEF	MHD	55.18	2.63
tblVehicleEF	MHD	1.10	8.69
tblVehicleEF	MHD	1.60	2.86
tblVehicleEF	MHD	11.62	1.14
tblVehicleEF	MHD	3.1790e-003	0.03
tblVehicleEF	MHD	0.06	0.10
tblVehicleEF	MHD	8.1800e-004	3.3000e-005
tblVehicleEF	MHD	3.0420e-003	0.03
tblVehicleEF	MHD	0.05	0.10
tblVehicleEF	MHD	7.5200e-004	3.0000e-005
tblVehicleEF	MHD	3.6340e-003	7.0900e-003

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tbIVehicleEF	MHD	0.06	7.2690e-003
tbIVehicleEF	MHD	0.03	0.18
tbIVehicleEF	MHD	1.7950e-003	4.0620e-003
tbIVehicleEF	MHD	0.07	0.14
tbIVehicleEF	MHD	0.02	0.03
tbIVehicleEF	MHD	0.38	0.01
tbIVehicleEF	MHD	1.5920e-003	7.9940e-003
tbIVehicleEF	MHD	0.01	9.4650e-003
tbIVehicleEF	MHD	6.6100e-004	2.6000e-005
tbIVehicleEF	MHD	3.6340e-003	7.0900e-003
tbIVehicleEF	MHD	0.06	7.2690e-003
tbIVehicleEF	MHD	0.04	0.23
tbIVehicleEF	MHD	1.7950e-003	4.0620e-003
tbIVehicleEF	MHD	0.08	0.16
tbIVehicleEF	MHD	0.02	0.03
tbIVehicleEF	MHD	0.42	0.02
tbIVehicleEF	MHD	0.02	0.02
tbIVehicleEF	MHD	6.0850e-003	7.1100e-003
tbIVehicleEF	MHD	0.06	2.7240e-003
tbIVehicleEF	MHD	0.60	3.87
tbIVehicleEF	MHD	0.47	0.63
tbIVehicleEF	MHD	6.63	0.33
tbIVehicleEF	MHD	143.73	795.71
tbIVehicleEF	MHD	1,067.94	996.67
tbIVehicleEF	MHD	55.18	2.66
tbIVehicleEF	MHD	1.01	8.32
tbIVehicleEF	MHD	1.68	2.98
tbIVehicleEF	MHD	11.66	1.14
tbIVehicleEF	MHD	4.5890e-003	0.04
tbIVehicleEF	MHD	0.06	0.10

tblVehicleEF	MHD	8.1800e-004	3.3000e-005
tblVehicleEF	MHD	4.3910e-003	0.04
tblVehicleEF	MHD	0.05	0.10
tblVehicleEF	MHD	7.5200e-004	3.0000e-005
tblVehicleEF	MHD	1.4650e-003	4.2490e-003
tblVehicleEF	MHD	0.05	7.1500e-003
tblVehicleEF	MHD	0.04	0.20
tblVehicleEF	MHD	7.2400e-004	2.1530e-003
tblVehicleEF	MHD	0.07	0.14
tblVehicleEF	MHD	0.02	0.04
tblVehicleEF	MHD	0.40	0.02
tblVehicleEF	MHD	1.3840e-003	7.5330e-003
tblVehicleEF	MHD	0.01	9.4650e-003
tblVehicleEF	MHD	6.6800e-004	2.6000e-005
tblVehicleEF	MHD	1.4650e-003	4.2490e-003
tblVehicleEF	MHD	0.05	7.1500e-003
tblVehicleEF	MHD	0.05	0.26
tblVehicleEF	MHD	7.2400e-004	2.1530e-003
tblVehicleEF	MHD	0.08	0.16
tblVehicleEF	MHD	0.02	0.04
tblVehicleEF	MHD	0.44	0.02
tblVehicleEF	OBUS	0.01	0.13
tblVehicleEF	OBUS	9.4560e-003	0.01
tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.28	8.94
tblVehicleEF	OBUS	0.63	1.34
tblVehicleEF	OBUS	6.57	1.84
tblVehicleEF	OBUS	74.57	1,486.15
tblVehicleEF	OBUS	1,103.17	1,428.64
tblVehicleEF	OBUS	70.73	14.20

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tbIVehicleEF	OBUS	0.39	11.29
tbIVehicleEF	OBUS	1.35	2.46
tbIVehicleEF	OBUS	2.21	0.77
tbIVehicleEF	OBUS	1.7700e-004	0.06
tbIVehicleEF	OBUS	0.13	0.13
tbIVehicleEF	OBUS	7.1510e-003	0.06
tbIVehicleEF	OBUS	8.2800e-004	1.4300e-004
tbIVehicleEF	OBUS	1.6900e-004	0.05
tbIVehicleEF	OBUS	0.06	0.06
tbIVehicleEF	OBUS	6.8270e-003	0.06
tbIVehicleEF	OBUS	7.6200e-004	1.3200e-004
tbIVehicleEF	OBUS	2.2350e-003	0.03
tbIVehicleEF	OBUS	0.02	0.02
tbIVehicleEF	OBUS	0.04	1.00
tbIVehicleEF	OBUS	9.4600e-004	0.01
tbIVehicleEF	OBUS	0.04	0.13
tbIVehicleEF	OBUS	0.05	0.18
tbIVehicleEF	OBUS	0.41	0.09
tbIVehicleEF	OBUS	7.2400e-004	0.01
tbIVehicleEF	OBUS	0.01	0.01
tbIVehicleEF	OBUS	8.2300e-004	1.4100e-004
tbIVehicleEF	OBUS	2.2350e-003	0.03
tbIVehicleEF	OBUS	0.02	0.02
tbIVehicleEF	OBUS	0.05	1.26
tbIVehicleEF	OBUS	9.4600e-004	0.01
tbIVehicleEF	OBUS	0.06	0.16
tbIVehicleEF	OBUS	0.05	0.18
tbIVehicleEF	OBUS	0.45	0.10
tbIVehicleEF	OBUS	0.01	0.13
tbIVehicleEF	OBUS	9.6420e-003	0.01

tblVehicleEF	OBUS	0.03	0.02
tblVehicleEF	OBUS	0.26	8.33
tblVehicleEF	OBUS	0.65	1.36
tblVehicleEF	OBUS	6.15	1.71
tblVehicleEF	OBUS	77.97	1,506.30
tblVehicleEF	OBUS	1,103.17	1,428.68
tblVehicleEF	OBUS	70.73	13.98
tblVehicleEF	OBUS	0.40	11.40
tblVehicleEF	OBUS	1.26	2.30
tblVehicleEF	OBUS	2.17	0.77
tblVehicleEF	OBUS	1.4900e-004	0.05
tblVehicleEF	OBUS	0.13	0.13
tblVehicleEF	OBUS	7.1510e-003	0.06
tblVehicleEF	OBUS	8.2800e-004	1.4300e-004
tblVehicleEF	OBUS	1.4300e-004	0.05
tblVehicleEF	OBUS	0.06	0.06
tblVehicleEF	OBUS	6.8270e-003	0.06
tblVehicleEF	OBUS	7.6200e-004	1.3200e-004
tblVehicleEF	OBUS	4.1760e-003	0.06
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	0.99
tblVehicleEF	OBUS	1.8320e-003	0.03
tblVehicleEF	OBUS	0.04	0.13
tblVehicleEF	OBUS	0.05	0.18
tblVehicleEF	OBUS	0.39	0.09
tblVehicleEF	OBUS	7.5600e-004	0.01
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	8.1600e-004	1.3800e-004
tblVehicleEF	OBUS	4.1760e-003	0.06
tblVehicleEF	OBUS	0.02	0.02

tbIVehicleEF	OBUS	0.05	1.25
tbIVehicleEF	OBUS	1.8320e-003	0.03
tbIVehicleEF	OBUS	0.06	0.16
tbIVehicleEF	OBUS	0.05	0.18
tbIVehicleEF	OBUS	0.43	0.09
tbIVehicleEF	OBUS	0.01	0.13
tbIVehicleEF	OBUS	9.4220e-003	0.01
tbIVehicleEF	OBUS	0.03	0.02
tbIVehicleEF	OBUS	0.29	9.79
tbIVehicleEF	OBUS	0.63	1.34
tbIVehicleEF	OBUS	6.63	1.83
tbIVehicleEF	OBUS	69.87	1,458.33
tbIVehicleEF	OBUS	1,103.17	1,428.64
tbIVehicleEF	OBUS	70.73	14.19
tbIVehicleEF	OBUS	0.37	11.14
tbIVehicleEF	OBUS	1.34	2.41
tbIVehicleEF	OBUS	2.21	0.77
tbIVehicleEF	OBUS	2.1500e-004	0.07
tbIVehicleEF	OBUS	0.13	0.13
tbIVehicleEF	OBUS	7.1510e-003	0.06
tbIVehicleEF	OBUS	8.2800e-004	1.4300e-004
tbIVehicleEF	OBUS	2.0600e-004	0.07
tbIVehicleEF	OBUS	0.06	0.06
tbIVehicleEF	OBUS	6.8270e-003	0.06
tbIVehicleEF	OBUS	7.6200e-004	1.3200e-004
tbIVehicleEF	OBUS	1.9540e-003	0.04
tbIVehicleEF	OBUS	0.02	0.02
tbIVehicleEF	OBUS	0.04	1.01
tbIVehicleEF	OBUS	8.7300e-004	0.02
tbIVehicleEF	OBUS	0.04	0.13

tbIVehicleEF	OBUS	0.05	0.19
tbIVehicleEF	OBUS	0.42	0.09
tbIVehicleEF	OBUS	6.7900e-004	0.01
tbIVehicleEF	OBUS	0.01	0.01
tbIVehicleEF	OBUS	8.2400e-004	1.4000e-004
tbIVehicleEF	OBUS	1.9540e-003	0.04
tbIVehicleEF	OBUS	0.02	0.02
tbIVehicleEF	OBUS	0.05	1.27
tbIVehicleEF	OBUS	8.7300e-004	0.02
tbIVehicleEF	OBUS	0.06	0.16
tbIVehicleEF	OBUS	0.05	0.19
tbIVehicleEF	OBUS	0.45	0.10
tbIVehicleEF	SBUS	0.85	0.86
tbIVehicleEF	SBUS	0.01	7.4070e-003
tbIVehicleEF	SBUS	0.06	0.02
tbIVehicleEF	SBUS	7.81	32.73
tbIVehicleEF	SBUS	0.66	0.61
tbIVehicleEF	SBUS	6.73	2.74
tbIVehicleEF	SBUS	1,154.91	3,383.64
tbIVehicleEF	SBUS	1,108.94	1,127.26
tbIVehicleEF	SBUS	53.24	17.35
tbIVehicleEF	SBUS	10.58	31.49
tbIVehicleEF	SBUS	4.99	4.99
tbIVehicleEF	SBUS	12.59	0.58
tbIVehicleEF	SBUS	0.01	0.04
tbIVehicleEF	SBUS	0.74	0.74
tbIVehicleEF	SBUS	0.01	0.01
tbIVehicleEF	SBUS	0.03	0.03
tbIVehicleEF	SBUS	4.4200e-004	1.0400e-004
tbIVehicleEF	SBUS	0.01	0.04

tblVehicleEF	SBUS	0.32	0.32
tblVehicleEF	SBUS	2.7000e-003	2.6420e-003
tblVehicleEF	SBUS	0.03	0.03
tblVehicleEF	SBUS	4.0600e-004	9.6000e-005
tblVehicleEF	SBUS	4.5410e-003	0.01
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	0.94	4.00
tblVehicleEF	SBUS	2.0600e-003	6.2980e-003
tblVehicleEF	SBUS	0.11	0.10
tblVehicleEF	SBUS	0.02	0.14
tblVehicleEF	SBUS	0.37	0.11
tblVehicleEF	SBUS	0.01	0.03
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.4900e-004	1.7200e-004
tblVehicleEF	SBUS	4.5410e-003	0.01
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	1.35	5.77
tblVehicleEF	SBUS	2.0600e-003	6.2980e-003
tblVehicleEF	SBUS	0.13	0.12
tblVehicleEF	SBUS	0.02	0.14
tblVehicleEF	SBUS	0.40	0.13
tblVehicleEF	SBUS	0.85	0.86
tblVehicleEF	SBUS	0.01	7.5000e-003
tblVehicleEF	SBUS	0.05	0.02
tblVehicleEF	SBUS	7.67	32.36
tblVehicleEF	SBUS	0.67	0.62
tblVehicleEF	SBUS	4.88	1.97
tblVehicleEF	SBUS	1,207.92	3,480.26
tblVehicleEF	SBUS	1,108.94	1,127.28
tblVehicleEF	SBUS	53.24	16.06

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview

tbIVehicleEF	SBUS	10.92	32.36
tbIVehicleEF	SBUS	4.69	4.70
tbIVehicleEF	SBUS	12.56	0.57
tbIVehicleEF	SBUS	0.01	0.03
tbIVehicleEF	SBUS	0.74	0.74
tbIVehicleEF	SBUS	0.01	0.01
tbIVehicleEF	SBUS	0.03	0.03
tbIVehicleEF	SBUS	4.4200e-004	1.0400e-004
tbIVehicleEF	SBUS	9.8070e-003	0.03
tbIVehicleEF	SBUS	0.32	0.32
tbIVehicleEF	SBUS	2.7000e-003	2.6420e-003
tbIVehicleEF	SBUS	0.03	0.03
tbIVehicleEF	SBUS	4.0600e-004	9.6000e-005
tbIVehicleEF	SBUS	8.2250e-003	0.02
tbIVehicleEF	SBUS	0.03	0.02
tbIVehicleEF	SBUS	0.93	3.99
tbIVehicleEF	SBUS	3.8990e-003	0.01
tbIVehicleEF	SBUS	0.11	0.10
tbIVehicleEF	SBUS	0.01	0.13
tbIVehicleEF	SBUS	0.31	0.10
tbIVehicleEF	SBUS	0.01	0.03
tbIVehicleEF	SBUS	0.01	0.01
tbIVehicleEF	SBUS	6.1800e-004	1.5900e-004
tbIVehicleEF	SBUS	8.2250e-003	0.02
tbIVehicleEF	SBUS	0.03	0.02
tbIVehicleEF	SBUS	1.35	5.77
tbIVehicleEF	SBUS	3.8990e-003	0.01
tbIVehicleEF	SBUS	0.13	0.12
tbIVehicleEF	SBUS	0.01	0.13
tbIVehicleEF	SBUS	0.34	0.10

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview

tbIVehicleEF	SBUS	0.85	0.86
tbIVehicleEF	SBUS	0.01	7.4050e-003
tbIVehicleEF	SBUS	0.07	0.02
tbIVehicleEF	SBUS	7.99	33.23
tbIVehicleEF	SBUS	0.66	0.61
tbIVehicleEF	SBUS	7.09	2.80
tbIVehicleEF	SBUS	1,081.70	3,250.22
tbIVehicleEF	SBUS	1,108.94	1,127.26
tbIVehicleEF	SBUS	53.24	17.45
tbIVehicleEF	SBUS	10.11	30.29
tbIVehicleEF	SBUS	4.94	4.92
tbIVehicleEF	SBUS	12.59	0.58
tbIVehicleEF	SBUS	0.01	0.05
tbIVehicleEF	SBUS	0.74	0.74
tbIVehicleEF	SBUS	0.01	0.01
tbIVehicleEF	SBUS	0.03	0.03
tbIVehicleEF	SBUS	4.4200e-004	1.0400e-004
tbIVehicleEF	SBUS	0.01	0.04
tbIVehicleEF	SBUS	0.32	0.32
tbIVehicleEF	SBUS	2.7000e-003	2.6420e-003
tbIVehicleEF	SBUS	0.03	0.03
tbIVehicleEF	SBUS	4.0600e-004	9.6000e-005
tbIVehicleEF	SBUS	4.1410e-003	0.01
tbIVehicleEF	SBUS	0.03	0.02
tbIVehicleEF	SBUS	0.94	4.01
tbIVehicleEF	SBUS	1.9980e-003	6.5450e-003
tbIVehicleEF	SBUS	0.11	0.10
tbIVehicleEF	SBUS	0.02	0.17
tbIVehicleEF	SBUS	0.38	0.12
tbIVehicleEF	SBUS	0.01	0.03

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview

tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	6.5500e-004	1.7300e-004
tblVehicleEF	SBUS	4.1410e-003	0.01
tblVehicleEF	SBUS	0.03	0.02
tblVehicleEF	SBUS	1.35	5.78
tblVehicleEF	SBUS	1.9980e-003	6.5450e-003
tblVehicleEF	SBUS	0.13	0.12
tblVehicleEF	SBUS	0.02	0.17
tblVehicleEF	SBUS	0.42	0.13
tblVehicleEF	UBUS	1.60	3.04
tblVehicleEF	UBUS	0.09	0.02
tblVehicleEF	UBUS	10.35	23.58
tblVehicleEF	UBUS	16.43	2.03
tblVehicleEF	UBUS	1,836.48	1,641.57
tblVehicleEF	UBUS	155.92	24.35
tblVehicleEF	UBUS	5.46	0.30
tblVehicleEF	UBUS	12.53	0.24
tblVehicleEF	UBUS	0.50	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.06	2.1590e-003
tblVehicleEF	UBUS	1.6630e-003	2.1700e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.0570e-003
tblVehicleEF	UBUS	0.06	2.0460e-003
tblVehicleEF	UBUS	1.5380e-003	1.9900e-004
tblVehicleEF	UBUS	0.01	5.5670e-003
tblVehicleEF	UBUS	0.13	0.01
tblVehicleEF	UBUS	5.4970e-003	3.2120e-003
tblVehicleEF	UBUS	0.64	0.05
tblVehicleEF	UBUS	0.03	0.05

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tblVehicleEF	UBUS	1.28	0.09
tblVehicleEF	UBUS	0.01	6.3860e-003
tblVehicleEF	UBUS	1.8570e-003	2.4100e-004
tblVehicleEF	UBUS	0.01	5.5670e-003
tblVehicleEF	UBUS	0.13	0.01
tblVehicleEF	UBUS	5.4970e-003	3.2120e-003
tblVehicleEF	UBUS	2.30	3.11
tblVehicleEF	UBUS	0.03	0.05
tblVehicleEF	UBUS	1.40	0.10
tblVehicleEF	UBUS	1.61	3.04
tblVehicleEF	UBUS	0.09	0.02
tblVehicleEF	UBUS	10.64	23.58
tblVehicleEF	UBUS	14.18	1.72
tblVehicleEF	UBUS	1,836.48	1,641.57
tblVehicleEF	UBUS	155.92	23.84
tblVehicleEF	UBUS	5.09	0.29
tblVehicleEF	UBUS	12.44	0.23
tblVehicleEF	UBUS	0.50	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.06	2.1590e-003
tblVehicleEF	UBUS	1.6630e-003	2.1700e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.0570e-003
tblVehicleEF	UBUS	0.06	2.0460e-003
tblVehicleEF	UBUS	1.5380e-003	1.9900e-004
tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	0.17	0.01
tblVehicleEF	UBUS	0.01	6.7530e-003
tblVehicleEF	UBUS	0.65	0.05
tblVehicleEF	UBUS	0.03	0.05

tblVehicleEF	UBUS	1.17	0.09
tblVehicleEF	UBUS	0.01	6.3870e-003
tblVehicleEF	UBUS	1.8170e-003	2.3600e-004
tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	0.17	0.01
tblVehicleEF	UBUS	0.01	6.7530e-003
tblVehicleEF	UBUS	2.31	3.11
tblVehicleEF	UBUS	0.03	0.05
tblVehicleEF	UBUS	1.28	0.09
tblVehicleEF	UBUS	1.60	3.04
tblVehicleEF	UBUS	0.10	0.02
tblVehicleEF	UBUS	10.37	23.58
tblVehicleEF	UBUS	16.61	2.01
tblVehicleEF	UBUS	1,836.48	1,641.57
tblVehicleEF	UBUS	155.92	24.32
tblVehicleEF	UBUS	5.42	0.29
tblVehicleEF	UBUS	12.54	0.24
tblVehicleEF	UBUS	0.50	0.09
tblVehicleEF	UBUS	0.01	0.02
tblVehicleEF	UBUS	0.06	2.1590e-003
tblVehicleEF	UBUS	1.6630e-003	2.1700e-004
tblVehicleEF	UBUS	0.21	0.04
tblVehicleEF	UBUS	3.0000e-003	5.0570e-003
tblVehicleEF	UBUS	0.06	2.0460e-003
tblVehicleEF	UBUS	1.5380e-003	1.9900e-004
tblVehicleEF	UBUS	0.01	6.0360e-003
tblVehicleEF	UBUS	0.16	0.01
tblVehicleEF	UBUS	4.7660e-003	3.4290e-003
tblVehicleEF	UBUS	0.64	0.05
tblVehicleEF	UBUS	0.03	0.06

tblVehicleEF	UBUS	1.29	0.09
tblVehicleEF	UBUS	0.01	6.3860e-003
tblVehicleEF	UBUS	1.8600e-003	2.4100e-004
tblVehicleEF	UBUS	0.01	6.0360e-003
tblVehicleEF	UBUS	0.16	0.01
tblVehicleEF	UBUS	4.7660e-003	3.4290e-003
tblVehicleEF	UBUS	2.30	3.11
tblVehicleEF	UBUS	0.03	0.06
tblVehicleEF	UBUS	1.42	0.10
tblVehicleTrips	ST_TR	1.68	0.92
tblVehicleTrips	SU_TR	1.68	0.92
tblVehicleTrips	WD_TR	1.68	0.92

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868
Energy	0.0480	0.4362	0.3664	2.6200e-003		0.0332	0.0332		0.0332	0.0332		523.4488	523.4488	0.0100	9.6000e-003	526.5594
Mobile	5.5926	76.1379	53.3183	0.2119	7.2624	0.8216	8.0840	2.0016	0.7855	2.7871		22,379.2867	22,379.2867	0.5273		22,392.4684
Offroad	1.1579	10.4319	9.4893	0.0123		0.7772	0.7772		0.7150	0.7150		1,190.1679	1,190.1679	0.3849		1,199.7910
Stationary	14.7676	57.7926	37.6594	0.0710		2.1727	2.1727		2.1727	2.1727		7,555.6271	7,555.6271	1.0593		7,582.1097
Total	39.4456	144.7994	100.9156	0.2978	7.2624	3.8049	11.0673	2.0016	3.7066	5.7082		31,648.7056	31,648.7056	1.9820	9.6000e-003	31,701.1153

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868
Energy	0.0338	0.3073	0.2581	1.8400e-003		0.0234	0.0234		0.0234	0.0234		368.7349	368.7349	7.0700e-003	6.7600e-003	370.9261
Mobile	5.5013	73.9395	52.3029	0.2029	6.8253	0.7773	7.6026	1.8811	0.7431	2.6243		21,430.8941	21,430.8941	0.5071		21,443.5711
Offroad	1.1579	10.4319	9.4893	0.0123		0.7772	0.7772		0.7150	0.7150		1,190.1679	1,190.1679	0.3849		1,199.7910
Stationary	14.7676	57.7926	37.6594	0.0710		2.1727	2.1727		2.1727	2.1727		7,555.6271	7,555.6271	1.0593		7,582.1097
Total	39.3401	142.4721	99.7919	0.2880	6.8253	3.7508	10.5761	1.8811	3.6544	5.5356		30,545.5990	30,545.5990	1.9589	6.7600e-003	30,596.5848

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.27	1.61	1.11	3.28	6.02	1.42	4.44	6.02	1.41	3.02	0.00	3.49	3.49	1.17	29.58	3.48

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

- Improve Pedestrian Network
- Implement Trip Reduction Program
- Market Commute Trip Reduction Option
- Employee Vanpool/Shuttle
- Provide Riade Sharing Program

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	5.5013	73.9395	52.3029	0.2029	6.8253	0.7773	7.6026	1.8811	0.7431	2.6243		21,430.8941	21,430.8941	0.5071		21,443.5711
Unmitigated	5.5926	76.1379	53.3183	0.2119	7.2624	0.8216	8.0840	2.0016	0.7855	2.7871		22,379.2867	22,379.2867	0.5273		22,392.4684

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Unrefrigerated Warehouse-No Rail	184.00	184.00	184.00	788,572	741,105
Unrefrigerated Warehouse-No Rail	552.00	552.00	552.00	2,365,716	2,223,315
Total	736.00	736.00	736.00	3,154,288	2,964,420

4.3 Trip Type Information

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-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Unrefrigerated Warehouse-No Rail	0.088364	0.038449	0.184390	0.122109	0.017402	0.064400	0.131700	0.343900	0.001365	0.001213	0.004629	0.000959	0.001120

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0338	0.3073	0.2581	1.8400e-003		0.0234	0.0234		0.0234	0.0234		368.7349	368.7349	7.0700e-003	6.7600e-003	370.9261
NaturalGas Unmitigated	0.0480	0.4362	0.3664	2.6200e-003		0.0332	0.0332		0.0332	0.0332		523.4488	523.4488	0.0100	9.6000e-003	526.5594

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Unrefrigerated Warehouse-No Rail	1112.33	0.0120	0.1091	0.0916	6.5000e-004		8.2900e-003	8.2900e-003		8.2900e-003	8.2900e-003		130.8622	130.8622	2.5100e-003	2.4000e-003	131.6399
Unrefrigerated Warehouse-No Rail	3336.99	0.0360	0.3272	0.2748	1.9600e-003		0.0249	0.0249		0.0249	0.0249		392.5866	392.5866	7.5200e-003	7.2000e-003	394.9196
Total		0.0480	0.4362	0.3664	2.6100e-003		0.0332	0.0332		0.0332	0.0332		523.4488	523.4488	0.0100	9.6000e-003	526.5594

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Unrefrigerated Warehouse-No	0.783562	8.4500e-003	0.0768	0.0645	4.6000e-004		5.8400e-003	5.8400e-003		5.8400e-003	5.8400e-003		92.1837	92.1837	1.7700e-003	1.6900e-003	92.7315
Unrefrigerated Warehouse-No	2.35068	0.0254	0.2305	0.1936	1.3800e-003		0.0175	0.0175		0.0175	0.0175		276.5512	276.5512	5.3000e-003	5.0700e-003	278.1946
Total		0.0338	0.3073	0.2581	1.8400e-003		0.0234	0.0234		0.0234	0.0234		368.7349	368.7349	7.0700e-003	6.7600e-003	370.9261

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868
Unmitigated	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.0318					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	15.8400					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.7300e-003	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868
Total	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.0318					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	15.8400					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.7300e-003	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868
Total	17.8795	7.6000e-004	0.0822	1.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004		0.1751	0.1751	4.7000e-004		0.1868

7.0 Water Detail

7.1 Mitigation Measures Water

- Install Low Flow Bathroom Faucet
- Install Low Flow Kitchen Faucet
- Install Low Flow Toilet
- Install Low Flow Shower
- Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Forklifts	8	8.00	260	89	0.20	Electrical

UnMitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day										lb/day					
Forklifts	1.1579	10.4319	9.4893	0.0123		0.7772	0.7772		0.7150	0.7150		1,190.1679	1,190.1679	0.3849		1,199.7910
Total	1.1579	10.4319	9.4893	0.0123		0.7772	0.7772		0.7150	0.7150		1,190.1679	1,190.1679	0.3849		1,199.7910

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Fire Pump	2	3	100	500	0.73	Diesel
Emergency Generator	2	3	100	1000	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview

User Defined Equipment

Equipment Type	Number
----------------	--------

10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day										lb/day					
Emergency Generator - Diesel (750 - 9000 HP)	9.8451	44.0325	25.1062	0.0473		1.4484	1.4484		1.4484	1.4484		5,037.0847	5,037.0847	0.7062		5,054.7398
Fire Pump - Diesel (300 - 600 HP)	4.9226	13.7602	12.5531	0.0237		0.7242	0.7242		0.7242	0.7242		2,518.5424	2,518.5424	0.3531		2,527.3699
Total	14.7676	57.7926	37.6594	0.0710		2.1727	2.1727		2.1727	2.1727		7,555.6271	7,555.6271	1.0593		7,582.1097

11.0 Vegetation

**Air Quality and Health Risk Analysis Report
Highland Fairview Corporate Park
City of Moreno Valley
Riverside County, California**

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July 1, 2008

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FINDING: With mitigation, the project's construction emissions would exceed the SCAQMD regional emission thresholds for VOC and NO_x during Phase 1 and Phase 2, and VOC emissions during Phase 3. Therefore, the short-term construction emissions would have a significant and unavoidable regional impact during construction.

4.2 - Long-Term Regional Operational Impacts

4.2.1 - Long-Term Operational Emissions (Without Mitigation)

Operational or long-term emissions occur over the life of the project. Operational emissions include mobile and area source emissions. Area source emissions arise from consumer product usage, heaters that consume natural gas, gasoline-powered landscape equipment, and architectural coatings (painting). Mobile emissions from motor vehicles are the largest single long-term source of air pollutants from the project.

The project's regional operational emissions were estimated using the CARB URBEMIS model. The URBEMIS model requires the specification of several parameters to generate the operational emissions. These parameters include the project's build-out year, intended land use, trip generation rate, vehicle mix, and trip length. As indicated above, the project would be built in three phases with a build-out operational dates of 2009 for Phase 1, 2010 for Phase 2, and 2012 for Phase 3. Table 1 provided the intended land uses consisting of logistics and community commerce land uses. The trip generation rate provides an estimate of the total vehicular traffic the project is expected to generate during all aspects of its operation for the project's various land uses. The vehicle mix describes the types of vehicles that are associated with the project's operations (e.g., automobiles and trucks) while the trip length is a measure of the distance that vehicles travel during each trip. A discussion of the trip generation rate, vehicle mix, and trip length are provided below.

Project Trip Generation Rate

The project trip generation, that is the number of trips the project is expected to generate for all activities, was provided by the project traffic study (Austin-Foust 2008) and is summarized in Table 19 for all three phases of the project.

Project Vehicle Fleet Mix

The vehicle fleet mix provides an estimate of the distribution of vehicles by vehicle type including light duty automobiles and trucks as well as the distribution by fuel type (i.e., diesel vs. gasoline). Knowledge of the vehicle mix is important in the emission calculation process because vehicle emissions are a function of the type of vehicle and fuel used. The vehicle fleet mix was derived from two information sources: the project traffic study that provided a vehicle breakdown by passenger cars and various classes of trucks and the URBEMIS model that provided the percentage of trucks that are diesel-powered. Table 20, Table 21, and Table 22 provide the vehicle trip distribution for this project employing these two data sources for the three project phases.

Table 19: Trip Generation Summary

Land Use	Average Daily Trips
Phase 1 (2009)	
Logistics #1	3,059
Retail Outlet	266
Total	3,325
Phase 2 (2010)	
Logistics #1	3,059
Retail Outlet	266
Logistics #1	1,014
Community Commercial #1	4,400
Total	8,739
Phase 3 (2012)	
Logistics #1	3,059
Retail Outlet	266
Logistics #2	1,014
Community Commercial #1	4,400
Community Commercial #2	6,600
Total	15,339
Source: Austin-Foust 2008	

Table 20: Project Vehicle Trip Mix – Phase 1 (2009)

Land Use	Number of Passenger Vehicle Trips	Number of Trucks Trips	% Diesel Trucks	Number of Diesel Truck Trips
Logistics	1,407	Light Heavy-Duty: 197 Medium Heavy-Duty: 403 Heavy Heavy-Duty: 1,052 Total: 1,652	19 78 100	Light Heavy-Duty: 37 Medium Heavy-Duty: 314 Heavy Heavy-Duty: 1,052 Total: 1,403
Outlet Retail Center	266	Light Heavy-Duty: 0 Medium Heavy-Duty: 0 Heavy Heavy-Duty: 0 Total: 0	0 0 0	Light Heavy-Duty: 0 Medium Heavy-Duty: 0 Heavy Heavy-Duty: 0 Total: 0
Subtotal	1,673	Light Heavy-Duty: 197 Medium Heavy-Duty: 403 Heavy Heavy-Duty: 1,052 Total: 1,652		Light Heavy-Duty: 37 Medium Heavy-Duty: 314 Heavy Heavy-Duty: 1,052 Total: 1,403
Grand Total: 3,325 vehicle trips (passenger vehicles and all trucks)				
Source: Traffic vehicle trip distribution: Austin-Foust 2008 Percent diesel trucks: URBEMIS default vehicle mix for the SCAQMD in 2009				

Table 21: Project Vehicle Trip Mix – Phase 2 (2010)

Land Use	Number of Passenger Vehicle Trips	Number of Trucks Trips	% Diesel Trucks	Number of Diesel Truck Trips
Logistics	1,407	Light Heavy-Duty: 197 Medium Heavy-Duty: 403 Heavy Heavy-Duty: 1,052 Total: 1,652	19 78 100	Light Heavy-Duty: 37 Medium Heavy-Duty: 314 Heavy Heavy-Duty: 1,052 Total: 1,403
Outlet Retail Center	266	Light Heavy-Duty: 0 Medium Heavy-Duty: 0 Heavy Heavy-Duty: 0 Total: 0	0 0 0	Light Heavy-Duty: 0 Medium Heavy-Duty: 0 Heavy Heavy-Duty: 0 Total 0
Logistics	466	Light Heavy-Duty: 65 Medium Heavy-Duty: 134 Heavy Heavy-Duty: 349 Total: 548	19 78 100	Light Heavy-Duty: 12 Medium Heavy-Duty: 104 Heavy Heavy-Duty: 349 Total: 465
Community Commercial	4,400	Light Heavy-Duty: 0 Medium Heavy-Duty: 0 Heavy Heavy-Duty: 0 Total: 0	0 0 0	Light Heavy-Duty: 0 Medium Heavy-Duty: 0 Heavy Heavy-Duty: 0 Total: 0
Subtotal	6,539	Light Heavy-Duty: 262 Medium Heavy-Duty: 537 Heavy Heavy-Duty: 1,401 Total: 2,200		Light Heavy-Duty: 49 Medium Heavy-Duty: 418 Heavy Heavy-Duty: 1,401 Total: 1,868
Grand Total: 8,739 (passenger vehicles and all trucks)				
Source: Traffic vehicle trip distribution: Austin-Foust 2008 Percent diesel trucks: URBEMIS default vehicle mix for the SCAQMD in 2010				

Table 22: Project Vehicle Trip Mix – Phase 3 (2012)

Land Use	Number of Passenger Vehicle Trips	Number of Trucks Trips	% Diesel Trucks	Number of Diesel Truck Trips
Logistics	1,407	Light Heavy-Duty: 197 Medium Heavy-Duty: 403 Heavy Heavy-Duty: 1,052 Total: 1,652	19 78 100	Light Heavy-Duty: 37 Medium Heavy-Duty: 314 Heavy Heavy-Duty: 1,052 Total: 1,403
Outlet Retail Center	266	Light Heavy-Duty: 0 Medium Heavy-Duty: 0 Heavy Heavy-Duty: 0 Total: 0	0 0 0	Light Heavy-Duty: 0 Medium Heavy-Duty: 0 Heavy Heavy-Duty: 0 Total 0
Logistics	466	Light Heavy-Duty: 65 Medium Heavy-Duty: 134 Heavy Heavy-Duty: 349 Total: 548	19 78 100	Light Heavy-Duty: 12 Medium Heavy-Duty: 104 Heavy Heavy-Duty: 349 Total: 465
Community Commercial	4,400	Light Heavy-Duty: 0 Medium Heavy-Duty: 0 Heavy Heavy-Duty: 0 Total: 0	0 0 0	Light Heavy-Duty: 0 Medium Heavy-Duty: 0 Heavy Heavy-Duty: 0 Total: 0
Community Commercial	6,600	Light Heavy-Duty: 0 Medium Heavy-Duty: 0 Heavy Heavy-Duty: 0 Total: 0	0 0 0	Light Heavy-Duty: 0 Medium Heavy-Duty: 0 Heavy Heavy-Duty: 0 Total: 0

Table 22 (Cont.): Project Vehicle Trip Mix – Phase 3 (2012)

Land Use	Number of Passenger Vehicle Trips	Number of Trucks Trips	% Diesel Trucks	Number of Diesel Truck Trips
Total	13,139	Light Heavy-Duty: 262 Medium Heavy-Duty: 537 Heavy Heavy-Duty: 1,401 Total: 2,200		Light Heavy-Duty: 49 Medium Heavy-Duty: 418 Heavy Heavy-Duty: 1,401 Total: 1,868
Grand Total: 15,339 (passenger vehicles and all trucks)				
Source: Traffic vehicle trip distribution: Austin-Foust 2008 Percent diesel trucks: URBEMIS default vehicle mix for the SCAQMD in 2012				

The information provided in Tables 20, 21, and 22 was further synthesized in Table 23 to provide the vehicle fleet mix information required by the URBEMIS model to generate the project's mobile source operational emissions. The values shown in Table 23 were derived from the estimate of project vehicle trips, vehicle mix by land use, and the URBEMIS vehicle and diesel vehicle distributions.

Table 23: Project Vehicle Distribution

Vehicle Class	Percentage of Total Vehicles		
	Phase 1	Phase 2	Phase 3
Light-Duty Auto	27.2	41.7	47.7
Light-Duty Truck 1	4.4	5.9	6.8
Light-Duty Truck 2	13.6	18.6	21.3
Medium-Duty Truck	5.2	8.7	9.9
Light Heavy-Duty Truck 1	4.7	2.3	1.3
Light Heavy-Duty Truck 2	1.2	0.7	0.4
Medium Heavy-Duty Truck	12.1	6.1	3.5
Heavy Heavy-Duty Truck	31.6	16.0	9.1
Source: see Appendix B, Vehicle Distribution Worksheet for each pollutant			

Project Trip Length

The final parameter involves estimating the length of the trips that will be characteristic of the project. Project trips include automobile trips by workers and customers and delivery trucks trips. For the worker and customer automobile vehicle trips, a trip length of 17 miles was assumed as contained in the SCAQMD CEQA Handbook (SCAQMD 1993) for Riverside County for the year 2010. For the delivery trucks, an average trip length was derived from the distances from the project site to the far edges of the SoCAB as follows:

- Project site west to the Port of Los Angeles/Long Beach: 78 miles;
- Project site east to Banning Pass: 27 miles;
- Project site south to the San Diego County line: 46 miles;
- Project site north to Cajon Pass: 42 miles; and

- Project site west to downtown Los Angeles: 64 miles.

Assuming that 50 percent of all delivery trips will travel to and from the project and the Port of Los Angeles/Long Beach, and the remainder as distribution trips to distant commercial locations, the average truck trip length is calculated as 61 miles. An overall weighted-average trip length for each project phase was then calculated using the percentage of trips associated with automobiles versus trucks, the automobile trip length of 17 miles and the truck trip length of 61 miles. The resulting weighted average trip lengths for each project phase are provided in Table 24. These values were entered into the URBEMIS model calculations.

Table 24: Weighted Average Project Trip Lengths

Weighted Average Trip Length for all Vehicles (miles)		
Phase 1	Phase 2	Phase 3
39.0	28.2	23.4
Source: see Appendix B		

As indicated above, the project would be built in three phases. With the timing of the project development, the Phase 2 construction would take place at the same time as the operation of Phase 1. Also, the construction of Phase 3 would take place at the same time as the operation of Phase 2. This overlapping of construction and operations was accounted for in the air quality assessment.

Table 25 provides a summary of the project's operational emissions during Phase 1 including the Phase 2 construction emissions.

Table 25: Phase 1 Operational Emissions (Without Mitigation) - 2009

Operational Emission Source	Daily Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Sources	11	1	1	0	0	0
Mobile Sources	145	1,810	1,093	3	283	95
Total	156	1,811	1,094	3	283	95
Regional Threshold	75	100	550	150	150	55
Significant Impact?	Yes	Yes	Yes	No	Yes	Yes
Construction of Phase 2 (see Table 12)	139	123	137	0	94	21
Sum of Phase 1 operations and Phase 2 construction	295	1,934	1,231	3	377	116
Source: See Appendix A for the URBEMIS model output (winter season emissions)						

**Final
Environmental Impact Report P07-157
Highland Fairview Corporate Park
PA07-0088 (CZ), PA07-0089 (GPA),
PA07-0090 (TPM 35629), and
PA07-0091 (PP)**

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Final

Environmental Impact Report P07-157 (EIR)
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PA07-0088 (CZ), PA07-0089 (GPA), PA07-0090
(TPM 35629), and PA07-0091 (PP)
City of Moreno Valley, Riverside County, California
State Clearinghouse No. 2007101132

Prepared for:

City of Moreno Valley
Community Development Department
14177 Frederick Street
Moreno Valley, CA 92552

Prepared by:

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Michael Brandman Associates

December 19, 2008

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Table 5.3 30 (Cont.): Phases 1 and 2 Operational and Phase 3 Construction Emissions (With Mitigation) - 2010

Operational Emission Source	Daily Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Construction of Phase 3 (see Table 5.3-27) ²	125	39	35	0	8	2
Sum of Phase 2 operations and Phase 3 construction	370	1,728	2,002	4	480	131
<u>Regional Threshold¹</u>	<u>55</u>	<u>55</u>	<u>550</u>	<u>150</u>	<u>150</u>	<u>55</u>
<u>Significant Impact?</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>	<u>No</u>	<u>Yes</u>	<u>Yes</u>
Note: ¹ The Regional Thresholds for Operational Activities are shown at the request of the SCAQMD. ² Phase 3 construction would actually occur during the year 2011 and overlap the time period when Phases 1 and 2 would operate from 2009 to 2011. Source: MBA 2008; see Appendix D for the URBEMIS model output.(winter season emissions).						

Table 5.3-31: Phases 1, 2, and 3 Operational Emissions (With Mitigation) - 2012

Operational Emission Source	Daily Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Sources	16	3	2	0	0	0
Mobile Sources	233	1,231	2,298	4	641	148
Total	249	1,234	2,300	4	641	148
Regional Threshold	5575	55400	550	150	150	55
Significant Impact?	Yes	Yes	Yes	No	Yes	Yes
Source: MBA 2008, see Appendix D for the URBEMIS model output (winter season emissions).						

Response 25-5.

The distribution aspects of the proposed project are anticipated to operate on a 24 hour basis. The peak hour for the project occurs during the PM (4:30 PM to 5:30 PM). These are the parameters used in the project Traffic Analysis (Appendix J of the DEIR).

Table 5.3-10 has been revised to include the estimation of peak hour trips for all vehicles and for diesel trucks. (See Revised Table in Section 4 of this document).

Appendix of the Air Quality Analysis found in Appendix D of the EIR). The PM_{2.5} estimates were generated from the original URBEMIS files used in the original analysis, minus the road dust. The 77 percent of the PM_{2.5} emissions is generated from Mobile6.2 estimates from the “elemental carbon” category of PM_{2.5}.

As shown in Table 2, Project Greenhouse Gas and Black Carbon Emissions during Construction, the emissions attributable to black carbon are 900 MTCO_{2e} for the total construction period, which is approximately 12 percent of the total construction emissions.

Table 2: Project Greenhouse Gas and Black Carbon Emissions during Construction (Unmitigated)

Source	Metric Tons of Carbon Dioxide Equivalents			
	Phase 1	Phase 2	Phase 3	Total
Total from Draft EIR ¹	4,512	1,679	302	6,493
Black carbon emissions ²	632	198	70	900
Total	5,144	1,877	372	7,393

Sources: Draft EIR Table 5.16-1, page 5.16-6 (Based on emissions identified by AB 32) and calculations provided in Appendix N.

As shown in Table 3, emissions from black carbon after mitigation during operation are approximately 4,914 MTCO_{2e} per year, which is approximately 6 percent of the total emissions. Also included in the table below are waste emissions, which is discussed in Response 31-5. As shown in the table, with the additional calculations, mitigated emissions are lower than what was presented in the Draft EIR.

Table 3: Operational Greenhouse Gas and Black Carbon Emissions (Upon Completion of Phase 3, Mitigated)

Sources	Metric Tons Carbon Dioxide Equivalents per year		
	Unmitigated	Mitigated	Reduction
Total from Draft EIR ¹	85,348	81,778	-3,570
Black carbon emissions from mobile sources ²	5,040	4,914	-126
Waste ²	9,057	-13,128	-22,185
Total	99,445	73,564	-25,881

Sources: Draft EIR Table 5.16-4, page 5.16-15; and calculations provided in Appendix J.

5. The SCAQMD does Not Recommend Analyzing Black Carbon

In summary, black carbon emissions during construction of the project when combined with emissions identified by AB 32, make up approximately 12 percent of the total emissions. Black carbon emissions during operation of the project are approximately 6 percent of the annual total. Black carbon emissions were not originally included in the Draft EIR for the reasons provided above.

The indirect and direct sources, sinks, and reductions are shown in Table 5.16-4. Direct emission sources only account for less than one percent of the total emissions and indirect emission sources account for the other 99 percent. This is important to note because the indirect emissions are outside of the project's control.

Table 5.16-4: Operational Greenhouse Gas Emissions (Upon Completion of Phase 3, Mitigated)

Sources	Metric Tons Carbon Dioxide Equivalents per year		
	Unmitigated	Mitigated	Reduction
Direct Sources (within project's control)			
Natural gas	562	394	-168 ^a
Refrigerants	245	245	0
Landscape equipment	1	1	0
Water transport for landscape	106	101	-5 ^b
Subtotal Direct Sources	914	741	-173
Indirect Sources (not within project's control)			
Motor vehicles	81,166	79,137	-2,029 ^c
Indirect electricity	3,235	1,867	-1,368 ^d
Water transport for building uses	106	106	0
Subtotal Indirect Sources	84,507	81,110	-3,397
Subtotal Sinks (onsite trees)	-73	-73	0
Total	85,348	81,778	-3,570
Percent Reduction	—	—	-4.2%
Percent Indirect	99%	99%	—
Percent Direct	1%	1%	—
Notes: ^a Reduction from mitigation measures GCC-1, GCC-2, GCC-4, GCC-9 (30%). ^b Reduction from mitigation measure W-1. ^c Reduction from mitigation measures AQ-10, AQ-11, GCC-5, GCC-6, GCC-10. ^d Reduction from mitigation measures GCC-1, GCC-2, GCC-4, GCC-9 (30%) and 398 MTCO ₂ e/year from solar panel installation (GCC-3). Source: Climate Change Analysis, MBA 2008, Appendix N.			

AB 32 requires that California's emissions be reduced to 1990 levels by the year 2020. The emissions in the State of California are projected to be 600 MMTCO₂e in 2020 and the estimated emissions in 1990 were 427 MMTCO₂e (from the ARB staff report, "California 1990 Greenhouse Gas Emissions Level and 2020 Emissions Limit" dated November 16, 2007). A 29 percent reduction would reduce projected 2020 emissions to 1990 emissions.

Mitigation and project design features decrease operational emissions by approximately 4.2 percent, which is less than a 29 percent reduction. Therefore, greenhouse gas emissions from operation of the project would result in a significant and unavoidable impact to climate change because emissions could hinder or delay California's ability to meet the reduction targets contained in AB 32.

APPENDIX B

Biological Resources Assessment



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(909) 915-5900

October 5, 2018

Kari Cano
Kimley-Horn
3880 Lemon Street, Suite 420
Riverside, CA 92501

RE: Biological Resources Assessment Update
Moreno Valley Warehouse, Moreno Valley, Riverside County
APNs: 488-350-027, 031, 032, 035, and 036

Dear Kari:

Jericho Systems Inc (Jericho) appreciates the opportunity to provide this update of the biological resources of 35 acres identified as Parcel 2 and Parcel 3 of Parcel Map 35629 (Current Project). The update to these parcels' biological resources is necessary to process an Amendment to the *Draft Environmental Impact Report, Highland Fairview Corporate Park*, prepared in August 2008 and certified in February 2009 (herein referred to as the HFCP EIR).

The focus of this report is to provide a description/analysis of only any changes in the biological resources or species listings that have occurred since the time of the analysis of the Biological Resources as identified in the HFCP EIR.

PROJECT LOCATION

The project is located in the eastern area of the City of Moreno Valley in the County of Riverside. The project site is bounded by State Route (SR) 60 to the north, Eucalyptus Avenue and logistics uses on the south, Redlands Boulevard on the west, and Theodore Street on the east. Additionally, the Skechers warehouse is located directly east and adjacent to the project site. The project site consists of two vacant graded pads, which are maintained for weed abatement. The EIR for Tentative Parcel Map 35629 addressed existing site conditions and site development impacts in detail. The Current Project parcels located within the previously approved Tentative Parcel Map 35629.

PROJECT UNDERSTANDING

The purpose of the Amendment is to process a General Plan Amendment for Parcel 3 from Commercial to Business Park, a Zone Change for Parcel 3 from Community Commercial to Light Industrial, and a parcel merger for Parcels 2 and 3 to accommodate light industrial use for future development.

Parcel 2 is 22.3 gross acres with an allowable building area of 600,00 square feet proposed for industrial uses. Parcel 3 is 13.2 gross acres with an allowable building area of 120,000 square feet proposed for commercial uses.

METHODS

Data regarding biological resources on the project site were obtained through literature review and field investigations.

Literature Review

Prior to performing the field surveys, available databases and documentation relevant to the project site were reviewed for documented occurrences of sensitive species in the area. The USFWS threatened and endangered species occurrence data overlay, as well as the most recent versions of the California Natural Diversity Database (CNDDDB), Biogeographic Information and Observation System (BIOS), Calflora, and California Native Plant Society Electronic Inventory (CNPSEI) databases, were searched for sensitive species. These databases contain records of reported occurrences of State- and federally-listed species or otherwise sensitive species and habitats that may occur within the vicinity of the subject property. The project site is identified on the *Sunnymead* U. S. Geological Survey's (USGS) 7.5-minute topographic map in Section 34, Township 2 South, Range 1 West.

Additionally, Jericho reviewed the Biological Resources analysis prepared as part of the HFCP EIR. The HFCP EIR Project area encompassed approximately 265.3 acres, of which was 158.4 to be utilized for commercial/industrial use, 23.4 acres for off-site infrastructure improvements and a downstream drainage area. The 265.3 acres studied included the current approximately 35 acre area which is the subject of the EIR Amendment.

The Project Site is in Moreno Valley, which is a participant of the Western Riverside County Multiple Species Conservation Plan (MSHCP). The MSHCP is a comprehensive, multi-jurisdictional Habitat Conservation Plan (HCP) focusing on conservation of species and their associated habitats in western Riverside County. The goal of the MSHCP is to maintain biological and ecological diversity within a rapidly urbanizing region. Therefore, sections of the MSHCP applicable to the Project site were also reviewed.

Field Surveys

The field survey of the 35-acre site was conducted on September 20, 2018 by Jericho biologist Todd White. Mr. White has an advanced degree in Wildlife Biology and vast experience in conducting biological surveys throughout Riverside and San Bernardino Counties.

Mr. White conducted the biological resources field survey of the entire Current Project sites (35 acres), plus an approximate 200 -foot buffer, by walking transects spaced to provide 100 percent visual coverage. General wildlife species were detected during field surveys by sight, calls, tracks, scat, or other sign. In addition to species observed, expected wildlife usage of the site was determined according to known habitat preferences of regional wildlife species and knowledge of their relative distributions in the area. The main focus of the assessment was to identify potential habitat for special status wildlife within the Current Project area.

This assessment also focused attention on the specific sensitive species that have been documented in the project vicinity and/or whose habitat requirements are present within the Project site as identified through the database search and through a thorough review of the HFCP EIR Biological Resources analysis.

The focus of the faunal species surveys was to identify potential habitat for special status wildlife within the project area. Disturbance characteristics and all animal sign encountered on the site are recorded in the results section.

The surveyor also evaluated the properties for the presence of riverine/riparian/vernal pool habitat and jurisdictional waters i.e. waters of the U.S. as regulated by the U.S. Army Corps of Engineer (USACE) and Regional Water Quality Control (RWQCB), and/or jurisdictional streambed and associated riparian habitat as regulated by the California Department Fish and Wildlife (CDFW). Prior to the field visit, aerial photographs of the site were viewed and compared with the surrounding USGS 7.5-minute topographic quadrangle maps to identify drainage features within the survey area as indicated from topographic changes, blue-line features, or visible drainage patterns. The Environmental Protection Agency (EPA) Water Program "My Waters" data layer was also reviewed to determine whether any hydrologic features had been documented within the vicinity of the site. Similarly, the United States Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS) soil maps for Riverside County were used to identify the soil series in the area and to check these soils to determine whether they are regionally identified as hydric soils. The surveyor carefully assessed the site for depressions, inundation, presence of hydrophytic vegetation, staining, cracked soil, ponding, and indicators of active surface flow and corresponding physical characteristics such as a clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris. Suspected jurisdictional areas were checked for the presence of definable channels, soils, and hydrology.

RESULTS

As stated, the focus of this report is to provide a description/analysis of only any changes in the biological resources or species listings that have occurred since the time of the analysis of the Biological Resources as identified in the HFCP EIR.

The analysis of biological resources was based on a summary of literature and surveys conducted on and/or observations made immediately adjacent to the entire 265.3 acre HFCP Project site, which included the 35-acre Current Project site. The Biological Resources section cited the following reports as a basis for its determination:

- Michael Brandman Associates, 2008, Habitat Assessment and MSHCP Consistency Analysis.
- Michael Brandman Associates, 2007, Burrowing Owl Focused Survey.
- Michael Brandman Associates, 2007, Jurisdictional Delineation.
- Michael Brandman Associates, 2008, Letter Report Addendum to the MBA 2007 Jurisdictional Delineation.

The following analysis summarizes the issues and findings of the biological resources identified in the HFCP EIR, and how those issues and findings relate to the site conditions that were identified at the time of Jericho's September 2018 survey.

Site Conditions

HFCP EIR: The site conditions of the HFCP EIR study area were identified as subject to heavily disturbance associated with ranching and agriculture-related activities.

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

Federally Sensitive Plants

HFCP EIR: Two federally endangered plant species, and one threatened species were analyzed for their potential to occur in the study area: San Jacinto Valley crowscale and slender-horned spineflower thread-leaved brodiaea, respectively.

No evidence of the federally sensitive plants were found in the study area during reconnaissance-level surveys. In addition, no suitable habitat for these species, or any other federally-listed plant species known to occur in the region, were found to occur on site. Therefore, federally endangered plant species were not likely to occur in the study area.

September 2018 Update – Current Project Sites: There have been no additional plant listings for a federal sensitive status that would impact the Current Project sites. Further, there was no evidence of the sensitive plant species or evidence of suitable habitat for the sensitive species, as identified in the HFCP EIR. Therefore, there are no federally sensitive plants in the Current Project area.

Federally Sensitive Wildlife

HFCP EIR: Species evaluated for their potential to occur in the study area included: Riverside fairy shrimp, southwestern willow flycatcher, least Bell's vireo, Stephens' kangaroo rat, and western yellow-billed cuckoo. No suitable habitat for any of these species were determined to be present on site, except for the Stephens kangaroo rat (SKR). Marginal habitat was observed along existing roadsides and within active pasture areas. Because the 265.3-acre study area was within the known range of SKR, and low quality habitat was identified within areas of the 265.3-acre study area, it was determined that there was a moderate potential for SKR to occupy some portion of the 265.3-acre study area.

The study area is located within the boundaries of the SKR Habitat Conservation Plan (SKRHCP) fee area and not located within a SKRHCP Core Reserve Area.

September 2018 Update – Current Project Sites: The Stephens' kangaroo rat is nocturnal and lives a mainly subterranean lifestyle, only appearing above ground for around one hour per night. Burrows may be constructed by the rat itself or it may utilize the old burrows of pocket gophers (Geomysidae species) or California ground squirrels (*Otospermophilus beecheyi*). The burrows of Stephens' kangaroo rat are usually around 45 centimeters deep. Stephens' kangaroo rat is found in open grassland habitats where the

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

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

California Sensitive Plants

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

September 2018 Update – Current Project Sites. There was no evidence of any of the California state sensitive plant species, or habitat for the species identified in the HFCP EIR.

California Sensitive Wildlife

HFCP EIR: Various California wildlife of various sensitivities were analyzed for their potential to occur in the study area. No suitable habitat was found in the study area to support California sensitive wildlife, except for SKR (previously identified), burrowing owl (BUOW), loggerhead shrike and California horned lark. Therefore, it was determined that SKR and burrowing owl have the potential to occur in the Project area.

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

Wildlife Movement Corridors

HFCP EIR: The study area is adjacent to SR-60 and is bordered by agricultural and residential development in all directions. The nearest linkage area as identified under the MSHCP is Proposed Linkage 5 and is located approximately 3 miles north of the study area. It was determined that a project in the study area would not impede the movement of any wildlife; therefore, not impact any wildlife movement corridor.

September 2018 Update – Current Project Sites. There were no changes to development and linkages since the time of the study. Therefore, there remains no impact to wildlife movement corridors.

Jurisdictional Waters

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

September 2018 Update – Current Project Sites. The September 2018 survey did not identify any new drainages or jurisdictional features on-site. Therefore, the site conditions remain unchanged from the previous analysis.

Western Riverside County MSHCP - Location

HFCP EIR: The study area is located within the City of Moreno Valley which is in the Reche Canyon/Badlands Area Plan of the MSHCP. The study area did not fall within the boundaries of any area within the MSHCP identified for future conservation (Criteria Cells) or within any pre-determined block of habitat that supports any MSHCP covered species (Core Areas), or portions of habitat that connect the Core Areas (Linkages). The closest Core Area is Proposed Core Area 3, which is approximately 0.25 mile north of the study area, and the nearest Linkage area is Proposed Linkage 5 which occurs approximately 3 miles north of the site.

September 2018 Update – Current Project Sites. No applicable changes to the Criteria, Core, or Linkages have been made since the HFCP EIR studies that would impact the Current Project Sites' development.

Western Riverside County MSHCP – Burrowing Owl

HFCP EIR: The proposed project is located in an area of the MSHCP that requires a habitat assessment for burrowing owl. Moderately suitable habitat for burrowing was identified, although focused surveys determined the site to be unoccupied by burrowing owl at the time of the focused surveys. The project site contained agricultural lands, which are generally considered suitable for burrowing owl, even in highly disturbed, actively disked fields. Although no burrowing owls were observed during original focused surveys, the potential for burrowing owls to occur onsite could not be completely ruled out.

September 2018 Update – Current Project Sites. The September 2018 survey identified that the Current Project sites are actively mowed/grubbed fields, and two burrows were discovered at the southeast end of the Current Project sites. The burrows were examined for BUOW sign, including molted feathers, cast pellets, whitewash, prey remains and BUOW individuals, however, no BUOW sign was found. The site conditions remain moderately suitable for BUOW.

Western Riverside County MSHCP – Vernal Pool Habitat

HFCP EIR: The study area is located in an area of the MSHCP that requires a habitat assessment for species occupying vernal pools, and no vernal pools or ephemeral ponds were observed in the study area during the habitat assessment survey. Additionally, no sensitive fairy shrimp species, including Riverside fairy shrimp, were determined to have any potential to occur onsite.

September 2018 Update – Current Project Sites. The September 2018 field survey also found no evidence of vernal pools or ephemeral pools, or sensitive vernal pool species, such as fairy shrimp within any area of the Current Project sites.

Western Riverside County MSHCP – Riparian/Riverine Habitat

HFCP EIR: The study area is located in an area of the MSHCP that requires a habitat assessment for species occupying riparian/riverine areas, specifically least Bell’s vireo, southwestern willow flycatcher, and western yellow-billed cuckoo. No riparian/riverine habitat occurred in the study area and none of the associated wildlife species had any potential to occur on the site.

September 2018 Update – Current Project Sites. The September 2018 field survey also found no evidence of species occupying riparian/riverine areas, or riparian/riverine habitat.

CONCLUSIONS AND RECOMMENDATIONS

No plant or wildlife species have been listed under the California Endangered Species Act (CESA) or federal Endangered Species Act (ESA) that would impact the assessment or findings contained in the HFCP EIR.

No changes to the MSHCP have been made that would impact the assessment or findings contained in the HFCP EIR.

The HFCP EIR identified potential impacts to SKR, BUOW and nesting birds, but provided for mitigation measures that would reduce the potential impact to less than significant (refer to MM BR-1, MM BR-2, MM-BR-3 and MM BR-4 in the HFCP EIR). These mitigation measures require pre-construction surveys for SKR, BUOW and nesting birds prior to grading, as well as payment of the MSHCP fee.

MM BR-2 states: “Prior to issuance of a grading permit, the applicant shall pay the mandatory mitigation fee for the SKRHCP.” These fees have been paid prior to initial site grading, therefore, this mitigation measure has been satisfied.

Based on the September 2018 field survey, the potential for SKR, BUOW and nesting birds are still a relevant concern even though the site has been disked due to the presence of suitable soils, the location of the adjacent vacant fields, and the presence of two burrows. However, the mitigation measures identified in the HFCP EIR are appropriate to reduce impacts to less than significant. No further mitigation measures are recommended based on the conditions of the Current Project.

Kari Cano
Biological Resources Assessment Update - APNs: 488-350-027, 031, 032, 035, and 036
October 5, 2018
Page 8

The Current Project EIR Addendum focuses on a change of zoning and parcel merger which have no physical impact on the environment. However, once an applicant comes forward with a site construction plan, it is recommended that mitigation measures MM BR-1, MM-BR-3 and MM BR-4 in the HFCEP EIR be implemented.

Jericho appreciates the opportunity to continue to be of service to Kimley-Horn. If you have any questions or need any clarifications, feel free to contact me at (909) 915-5900 or at shay@jericho-systems.com

Sincerely,



Shay Lawrey, President

Attachment: Site Photos

Certification: I hereby certify that the statements furnished herein, and in the attached exhibits present data and information required for this analysis to the best of my ability, and the facts, statements, and information presented are true and correct to the best of my knowledge and belief. This report was prepared in accordance with professional requirements and standards. I certify that I have not signed a non-disclosure or consultant confidentiality agreement with the project proponent and that I have no financial interest in the project.

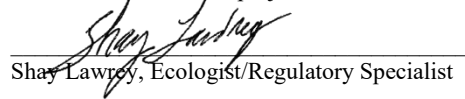

Shay Lawrey, Ecologist/Regulatory Specialist



Photo 1 – 1st of 2 burrows observed, looking north from bottom of storm water catch basin.



Photo 2 – 2nd of 2 burrows observed, looking north from bottom of storm water catch basin.



Photo 3 –
Looking southeast
from
Redlands
Blvd.



Photo 4 –
Looking northwest
towards
intersection of
Redlands
Blvd. and
Hwy. 60 from
Eucalyptus
Ave.



Photo 5 – Looking southeast towards Pettit Hill from northeast corner of property.



Photo 6 – Looking southeast from intersection of Redlands Blvd. and Hwy 60.



Photo 7 –
Looking east
from
Redlands
Blvd.



Photo 8 –
Looking
southeast
from
Redlands
Blvd.

APPENDIX C

Cultural Resources Assessment and Records Search



October 1, 2018

Kari Cano
Kimley-Horn
3880 Lemon Street, Suite 420
Riverside, California 92501

Subject: Cultural Resources Assessment Update for the Highland Fairview Corporate Park Parcels 2 and 3 Project, Moreno Valley, Riverside County, California (BCR Consulting Project No. KIM1806)

Dear Kari:

BCR Consulting LLC (BCR Consulting) was retained by Kimley-Horn to update the cultural resources results for the Highland Fairview Corporate Park Parcels 2 and 3 Project (the project, depicted in Attachment A). This study will specifically update the cultural resources summary provided in *Draft Environmental Impact Report Highland Fairview Corporate Park PA07-0088 (CZ), PA07-0089 (GPA, PA07-0090 (TPM 35629), and PA07-0091 (PP)* (HFCP EIR), dated August 4, 2008. Please note that the California Environmental Quality Act (CEQA) does not strictly require or specify intervals to update cultural resource assessments. However, citing Section 5024.1(g)(4) of the Public Resources Code:

If the survey is five or more years old at the time of its nomination for inclusion in the California Register, the survey is updated to identify historical resources which have become eligible or ineligible due to changed circumstances or further documentation and those which have been demolished or altered in a manner that substantially diminishes the significance of the resource.

Based on this requirement and on common practice for cultural resources assessments that are over five years old, the current study will:

- update records search results to check for recent cultural resource studies that may affect results and/or recommendations/mitigations,
- assess potential to identify previously unknown cultural resources that could be observed as a consequence of changing field conditions,
- check whether previously identified resources have become eligible or ineligible due to changed circumstances or further documentation.

Cultural Resources Records Search Update

BCR Consulting Staff Archaeologist Joseph Orozco, B.A. conducted the cultural resources records search at the Eastern Information Center (EIC) at the University of California, Riverside. The records search included a review of all recorded historic and prehistoric archaeological sites, as well as recorded built environment resources within one mile of the project site. The research also reviewed known cultural resource reports completed in the vicinity. The research revealed that 20 cultural resource studies have taken place resulting in 24 cultural resources recorded within one mile of the project site. The project site has

Page 1
Kimley Horn
Highland Fairview Corporate Park Parcels 2 and 3 Project
Moreno Valley, Riverside County, California

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

been subject to five previous cultural resources assessments that have resulted in 16 cultural resources identified within its boundaries. Fourteen (14) of the previous cultural resources within the project site boundaries are historic-period buildings, structures, and features associated with the Historic-period Kerr Ranch, and two are prehistoric isolated artifacts. The Kerr Ranch was evaluated and found not significant under CEQA. Isolated artifacts such as those found on the project site are not associated with archaeological site deposits and are not considered significant resources under CEQA. The records search results are summarized in Table A.

Table A. Records Search Results (One-Mile Radius)

USGS 7.5 Min. Quad	Cultural Resources	Cultural Resource Reports
<i>Riverside East, California (1980)</i>	P-33-7275: historic-period residence (1/2 mile NE) P-33-7291: historic-period homestead (1/8 mile NE) P-33-7910: historic-period habitation site (3/4 mile E) P-33-8709: prehistoric habitation site (3/4 mile E) P-33-15436: historic-period residence (within project) P-33-15648: prehistoric isolated metate (1/2 mile E) P-33-15649: historic period building foundations (3/4 mile E) P-33-15796: historic-period residential complex (1/4 mi. SW) P-33-16655: historic-period Kerr Ranch (within project) P-33-16656: historic-period structure (within project) P-33-16657: historic-period silos (within project) P-33-16658: historic-period building (within project) P-33-16659: historic-period storage building (within project) P-33-16660: historic-period horse stalls (within project) P-33-16661: historic-period barn (within project) P-33-16662: historic-period barn (within project) P-33-16663: historic-period barn/office (within project) P-33-16664: historic-period residence (within project) P-33-16665: historic-period feed shelter (within project) P-33-16670: historic-period building complex (within project) P-33-16671: historic-period residence (within project) P-33-19873: prehistoric isolated metate (within project) P-33-19874: prehist. iso. projectile pt. base (within project) P-33-21096: historic-period road (1 mile SE)	RI-0085*, 0087, 2096, 2097, 2172*, 3693, 5299, 5473*, 5474*, 6950, 7035, 7991, 8242, 8368, 8625, 8689, 8802*, 8879, 9481, 10313

*Previously Assessed Portion of Project

Cultural Resources Field Check

BCR Consulting Principal Archaeologist David Brunzell, M.A., RPA and Staff Archaeologist Joseph Orozco, B.A. conducted a systematic cultural resources field check of the project site. During the field check, BCR Consulting archaeologists revisited vacant portions of the project site that contained previously recorded resources, and walked systematic 15-meter transects across approximately 20 percent of the accessible project site. Soil exposures were carefully inspected for evidence of cultural resources. Overview photographs were also taken at various points within and around the project site. The central portion of the project site is occupied by a Skechers Factory/Outlet. The vacant portions of the property have been mechanically graded and excavated and no remaining evidence for cultural resources

was identified on the surface. The mechanical grading and excavation within 100 percent of the project site has resulted in severe disturbances at/below the surface to unknown depths.

Summary and Recommendations

The records search and field check did not identify any cultural resources (including prehistoric or historic-period archaeological sites or historic-period buildings) within the project site. However, the former presence of historic and prehistoric resources on the project site and in the vicinity do indicate a possibility for buried resources within the project site boundaries. Based on these results, recommendations consistent with mitigations developed for the HFCP EIR completed for the project (see page 5.5-8) are considered appropriate. These are quoted below.

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

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

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

MM CR-3. Should buried prehistoric cultural resources be encountered during monitoring, the resources shall be Phase-II tested and evaluated for significance following CEQA Guidelines prior to continuance of grading in the area.

MM CR-4. The City of Moreno Valley shall designate representative Tribal Group(s) to monitor the project. Qualified representatives of the Tribal Group(s) shall be

granted access to the project site to monitor grading on terms reasonably acceptable to the applicant.

If human remains are encountered during activities associated with the proposed project, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC.

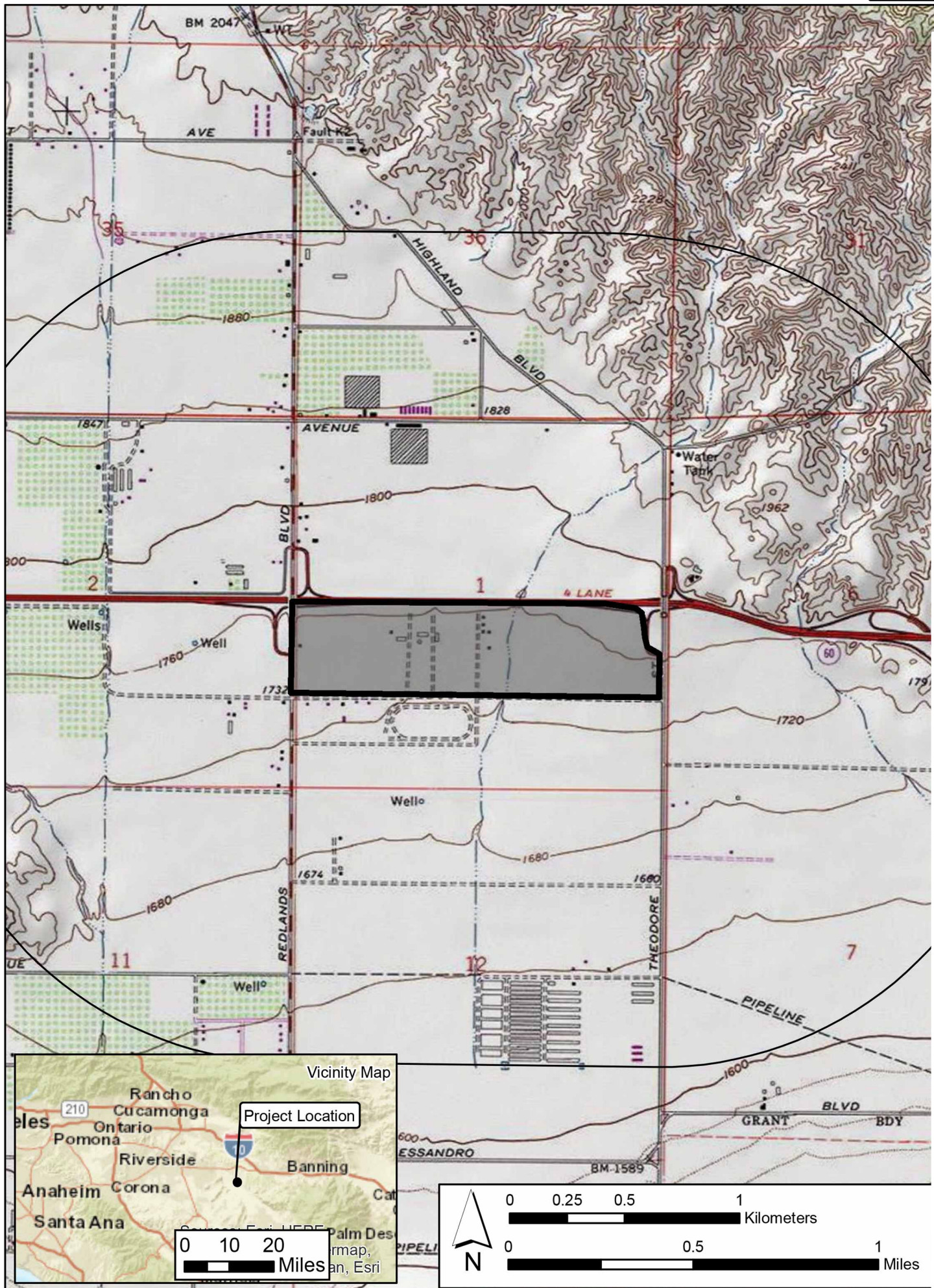
Please contact me by phone at 909/525-7078 or e-mail at david.brunzell@yahoo.com with any questions or comments.

Sincerely,



David Brunzell, M.A./RPA
Principal Investigator/Archaeologist

Attachment A: Project Location Map
Attachment B: Project Photographs



Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan, Addendum to EIR)

BCRCONSULTING LLC

Project Location Site
 Highland Fairview Corporate Park Parcels 2 and 3
 Figure 1
 Reference: ESRI; USGS Quad: Sunnymead, California (1980)

Kimley Horn



Photo 1: Vacant Portion of Project Site (View North)



Photo 2: Vacant Portion of Project Site (View East)

APPENDIX D

Traffic Memorandum



MEMORANDUM

To: Mr. Patrick Revere, Highland Fairview Director of Development
From: Serine Ciandella
Date: October 17, 2018
Re: Highland Fairview Corporate Park Parcels 2 and 3 Project –Trip Generation Consistency Memorandum

This Trip Generation Consistency Memorandum has been prepared to provide trip generation estimates for the proposed Highland Fairview Corporate Park Parcels 2 and 3 project in the City of Moreno Valley, and to demonstrate that the trip generation for the proposed project would be consistent with (less than or equal to) the trip generation estimates for the Highland Fairview Corporate Park (HFCP) project, as approved in 2008.

PROJECT DESCRIPTION

The Highland Fairview Corporate Park project is located in Rancho Belago, in the eastern area of the City of Moreno Valley in the County of Riverside. The project was approved in August, 2008. A portion of the project – Parcel 1 – has been constructed.

The HFCP Parcels 2 and 3 project consists of Parcels 2 and 3 within the HFCP Land Plan. The chart below provides a summary of the approved HFCP land use plan, and the changes proposed as part of the project.

Parcel	Approved HFCP Project		Parcel	Proposed Project	
	Land Use	Sq. Ft.		Land Use	Sq. Ft.
1	Logistics	1,810,000	1	Logistics	1,810,000
1	Outlet Center	10,000	1	Outlet Center	10,000
2	Logistics	600,000	2/3 ¹	Logistics ¹	800,000 ¹
3	Commercial	120,000			
4	Commercial	80,000	4	Commercial	80,000
¹ Proposed project change					

The project proposes changes to the approved HFCP project, as discussed below.

- Parcel 2 currently has a General Plan Designation of Business Park, and a Zoning Designation of Light Industrial. Parcel 3 currently has a General Plan Designation of Commercial, and a Zoning Designation of Community Commercial.

- Parcel 2 was approved for 600,000 square feet of Logistics (Light Industrial) development, and Parcel 3 was approved for 120,000 square feet of Commercial development, for a combined total of 720,000 square feet of approved development on Parcels 2 and 3.
- The HFCP Parcels 2 and 3 project proposes a General Plan Amendment for Parcel 3, to change the designation from Commercial to Business Park; and to consolidate Parcels 2 and 3 into one parcel for future development of 800,000 square feet of Logistics use – which would be an increase of 80,000 square feet of development for the two parcels, compared to the approved square footage.

PROJECT TRAFFIC

Approved Project Trip Generation

A copy of the trip generation table for the approved Highland Fairview Corporate Park, taken from the Draft Environmental Impact Report (DEIR) (*Michael Brandman Associates, August 4, 2008*), is provided as *Attachment A*.

The trip generation rates used in the approved traffic impact analysis consisted of:

- *Logistics*: City-derived trip rates based on the National Association for Industrial and Office Parks (NAIOP) High-Cube Warehouse trip rates;
- *Commercial*: Moreno Valley Traffic Model (MVTM) Community Commercial trip rates;
- *Outlet Center*: Institute of Transportation Engineers (ITE) Trip Generation Manual, 8th Edition.

Project Truck Trips and Passenger Car Equivalent (PCE)

A portion of the traffic generated by the Logistics components of the project will be trucks. Passenger Car Equivalent (PCE) factors are applied to the trucks to account for the added impact that these larger vehicles have on traffic operations, compared to passenger vehicles.

The passenger vehicle and truck mix assumptions and the PCE factors that were used in the HFCP DEIR are as follows:

Truck Mix and Passenger Car Equivalent (PCE) Factors ¹				
Vehicle Mix	Passenger Cars		Trucks	Total Vehicles
Passenger Car / Truck Mix	46%		54%	100%
Truck Mix	2-Axle	3-Axle	4+-Axle	Total Trucks
Truck breakdown by Axle	11.9%	24.4%	63.7%	100%
PCE Factors	1.5	2.0	3.0	--
¹ Source: Highland Fairview Corporate Park – Draft Environmental Impact Report, Michael Brandman Associates, August 2008				

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

It should be noted that all passenger vehicles have a PCE factor of 1.0. The truck PCE factors shown above were applied to the truck trips based on number of axles (1.5 PCE for 2-axle trucks, 2.0 PCE for 3-axle trucks, and 3.0 PCE for 4+-axle trucks) to estimate the total PCE trips generated by the project.

Using these trip generation rates and PCE factors, the vehicle trips and PCE trip generation estimates for the Approved Project are shown on Table 1, and summarized below.

Approved HFCP Project Trip Generation		
Period	Vehicle Trips	PCE Trips
Daily	15,339	18,809
AM Peak Hour	769	995
PM Peak Hour	1,157	1,424

Skechers Trip Generation Study

As previously mentioned, Parcel 1 of the HFCP project has been constructed, consisting of a Skechers Warehouse and a Skechers Outlet Center. Traffic counts were collected in May, 2016 at the three entry points for the existing Skechers warehouse and outlet development.

The traffic counts were collected to determine the actual trip-generating characteristics of the Skechers facility, and to compare this empirical data to the trip generation rates used in the Highland Fairview Corporate Park DEIR. A copy of the Skechers trip generation study (*WSP/Parsons Brinckerhoff, June 23, 2016*) is provided in *Attachment B*.

The study found the following when comparing the actual Skechers (Phase 1) traffic to the trip generation estimates in the approved Highland Fairview Corporate Park DEIR:

Comparison of Actual Skechers Traffic Counts to the Approved HFCP Parcel 1			
Trip Source	Daily	AM Peak Hour	PM Peak Hour
Approved HFCP – Parcel 1	3,059	200	236
Skechers Site Traffic Counts	1,669	198	104
Actual trips as a %-age of the approved project trips	55%	99%	44%

Proposed Project Trip Generation

The project trips that would result from the proposed changes to Parcels 2 and 3 were estimated in three different ways to account for changes in ITE trip generation rates since the project approvals, and the availability of the traffic count data from the existing Skechers development. The following three trip rate scenarios were evaluated:

Scenario	Trip Generation Rate Source			
	Parcel 1	Parcel 2	Parcel 3	Parcel 4
A	Skechers Traffic Counts	Skechers Traffic Counts	Skechers Traffic Counts	ITE, 10 th Edition
B	Skechers Traffic Counts	ITE, 10 th Edition	ITE, 10 th Edition	ITE, 10 th Edition
C	ITE, 10 th Edition	ITE, 10 th Edition	ITE, 10 th Edition	ITE, 10 th Edition

The resulting vehicle trips and PCE trip generation estimates for Scenarios A, B, and C are shown on Table 2, Table 3, and Table 4, respectively. A summary of the trips for each scenario, compared to the trip generation for the approved HFCP project is provided below.

Scenario	Trip Generation Comparison		
	Daily	AM Peak	PM Peak
	<i>Vehicle Trips</i>		
Approved HFCP Project	15,339	769	671
A	6,076	370	503
B	6,459	346	537
C	6,940	292	588
<i>PCE Trips</i>			
Approved HFCP Project	18,809	995	1,424
A	7,038	453	534
B	8,081	459	626
C	10,054	470	810

As shown on Tables 1 through 4, and in the trip summary above, the changes to Parcels 2 and 3 that are proposed by the HFCP Parcels 2 and 3 project would result in fewer daily and peak hour vehicle trips, as well as PCE trips than the approved HFCP project.

Table 1
Approved Highland Fairview Corporate Park
Project Trip Generation ¹

<i>ALL VEHICLES</i>									
Parcel	Use	SF	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
1	Logistics	1,810,000	109	91	200	91	145	236	3,059
1	Outlet Center	10,000	5	2	7	11	12	23	266
2	Logistics	600,000	36	30	66	30	48	78	1,014
3	Commercial	120,000	199	98	297	212	280	492	6,600
4	Commercial	80,000	133	66	199	142	186	328	4,400
<i>Total</i>		<i>2,620,000</i>	<i>482</i>	<i>287</i>	<i>769</i>	<i>486</i>	<i>671</i>	<i>1,157</i>	<i>15,339</i>
<i>ALL VEHICLES, WITH PCE FACTORS</i>									
Parcel	Use	SF	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
1	Logistics	1,810,000	201	168	369	168	268	436	5,665
1	Outlet Center	10,000	5	2	7	11	12	23	266
2	Logistics	600,000	67	56	123	56	89	145	1,878
3	Commercial	120,000	199	98	297	212	280	492	6,600
4	Commercial	80,000	133	66	199	142	186	328	4,400
<i>Total</i>		<i>2,620,000</i>	<i>605</i>	<i>390</i>	<i>995</i>	<i>589</i>	<i>835</i>	<i>1,424</i>	<i>18,809</i>
¹ All trip rates are based on the approved Highland Fairview Corporate Park Final EIR, as follows: <ul style="list-style-type: none"> - Logistics: City-derived rates based on the NAIOP High-Cube Warehouse trip rates - Commercial: Moreno Valley Traffic Model (MVTM) Community Commercial trip rates - Outlet Center: ITE Trip Generation Manual, 8th Edition, Land Use Category 823 - Factory Outlet Center 									

Table 2
 Proposed Project: Convert Parcel 3 from 120,000 SF Commercial to 200,000 SF Logistics
 Scenario A:
 Trip Generation Estimates based on Skechers Trip Counts for Parcels 1, 2, and 3,
 and ITE Trip Generation Manual 10th Edition Trip Rates for Parcel 4

ALL VEHICLES									
Parcel	Use	SF	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
1	Logistics ¹	1,810,000	129	69	198	13	92	105	1,669
1	Outlet Center ¹	10,000	5	3	8	20	28	48	650
2	Logistics ¹	600,000	43	23	66	4	31	35	553
3	Logistics ¹	200,000	14	8	22	1	10	11	184
4	Commercial ²	80,000	47	29	76	146	158	304	3,020
<i>Total</i>		<i>2,700,000</i>	<i>238</i>	<i>132</i>	<i>370</i>	<i>184</i>	<i>319</i>	<i>503</i>	<i>6,076</i>

ALL VEHICLES, WITH PCE FACTORS									
Parcel	Use	SF	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
1	Logistics ¹	1,810,000	167	89	256	15	111	126	2,336
1	Outlet Center ¹	10,000	5	3	8	20	28	48	650
2	Logistics ¹	600,000	55	30	85	5	37	42	774
3	Logistics ¹	200,000	18	10	28	2	12	14	258
4	Commercial ²	80,000	47	29	76	146	158	304	3,020
<i>Total</i>		<i>2,700,000</i>	<i>292</i>	<i>161</i>	<i>453</i>	<i>188</i>	<i>346</i>	<i>534</i>	<i>7,038</i>

¹ Trip rates based on *Skechers Expansion Trip Generation Study* (WSP | Parsons Brinkerhoff, June 23, 2016)

² Trip rates based on ITE Trip Generation Manual, 10th Edition

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview

Table 3
 Proposed Project: Convert Parcel 3 from 120,000 SF Commercial to 200,000 SF Logistics
 Scenario B:
 Trip Generation Estimates based on Skechers Trip Counts for Existing Development (Parcel 1),
 and ITE Trip Generation Manual 10th Edition Trip Rates for Future Development (Parcels 2, 3, and 4)

ALL VEHICLES									
Parcel	Use	SF	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
1	Logistics ¹	1,810,000	129	69	198	13	92	105	1,669
1	Outlet Center ¹	10,000	5	3	8	20	28	48	650
2	Logistics ²	600,000	37	11	48	17	43	60	840
3	Logistics ²	200,000	12	4	16	6	14	20	280
4	Commercial ²	80,000	47	29	76	146	158	304	3,020
<i>Total</i>		<i>2,700,000</i>	<i>230</i>	<i>116</i>	<i>346</i>	<i>202</i>	<i>335</i>	<i>537</i>	<i>6,459</i>
ALL VEHICLES, WITH PCE FACTORS									
Parcel	Use	SF	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
1	Logistics ¹	1,810,000	167	89	256	15	111	126	2,336
1	Outlet Center ¹	10,000	5	3	8	20	28	48	650
2	Logistics ²	600,000	69	20	89	31	80	111	1,556
3	Logistics ²	200,000	23	7	30	10	27	37	519
4	Commercial ²	80,000	47	29	76	146	158	304	3,020
<i>Total</i>		<i>2,700,000</i>	<i>311</i>	<i>148</i>	<i>459</i>	<i>222</i>	<i>404</i>	<i>626</i>	<i>8,081</i>
¹ Trip rates based on <i>Skechers Expansion Trip Generation Study</i> (WSP Parsons Brinkerhoff, June 23, 2016) ² Trip rates based on ITE <u>Trip Generation Manual</u> , 10th Edition									

Table 4
 Proposed Project: Convert Parcel 3 from 120,000 SF Commercial to 200,000 SF Logistics
 Scenario C:
 Trip Generation Estimates based on ITE Trip Generation Manual 10th Edition Trip Rates for All Parcels

<i>ALL VEHICLES</i>									
Parcel	Use	SF	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
1	Logistics	1,810,000	112	33	145	51	130	181	2,534
1	Outlet Center	10,000	5	2	7	11	12	23	266
2	Logistics	600,000	37	11	48	17	43	60	840
3	Logistics	200,000	12	4	16	6	14	20	280
4	Commercial	80,000	47	29	76	146	158	304	3,020
<i>Total</i>		<i>2,700,000</i>	<i>213</i>	<i>79</i>	<i>292</i>	<i>231</i>	<i>357</i>	<i>588</i>	<i>6,940</i>
<i>ALL VEHICLES, WITH PCE FACTORS</i>									
Parcel	Use	SF	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
1	Logistics	1,810,000	208	60	268	94	241	335	4,693
1	Outlet Center	10,000	5	2	7	11	12	23	266
2	Logistics	600,000	69	20	89	31	80	111	1,556
3	Logistics	200,000	23	7	30	10	27	37	519
4	Commercial	80,000	47	29	76	146	158	304	3,020
<i>Total</i>		<i>2,700,000</i>	<i>352</i>	<i>118</i>	<i>470</i>	<i>292</i>	<i>518</i>	<i>810</i>	<i>10,054</i>
¹ All trip rates based on ITE <u>Trip Generation Manual</u> , 10th Edition									

ATTACHMENT A

HIGHLAND FAIRVIEW CORPORATE PARK
PROJECT TRIP GENERATION TABLE

Draft Environmental Impact Report Highland Fairview Corporate Park PA07-0088 (CZ), PA07-0089 (GPA), PA07-0090 (TPM 35629), and PA07-0091 (PP)

State Clearinghouse Number 2007101132

Prepared for:

City of Moreno Valley
Community Development Department
14177 Frederick Street
Moreno Valley, CA 92552

Prepared by:



Michael Brandman Associates
220 Commerce, Suite 200
Irvine, CA 92602

August 4, 2008

Table 5.14-8: Trip Generation Summary

Parcel	Land Use	Building Area (sq ft)	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
Phase 1									
1	Logistics	1,810,000	109	91	200	91	145	236	3,059
1	Outlet Center	10,000	5	2	7	11	12	23	266
	Total	1,820,000	114	93	207	102	157	259	3,325
	Percent Trucks		48%	57%	52%	57%	44%	49%	50%
Phase 2									
1	Logistics	1,810,000	109	91	200	91	145	236	3,059
2	Logistics	600,000	36	30	66	30	48	78	1,014
	Sub-Total Logistics	2,410,000	145	121	266	121	193	314	4,073
1	Outlet Center	10,000	5	2	7	11	12	23	266
4	Community Commercial	80,000	133	66	199	142	186	328	4,400
	Sub-Total Commercial	90,000	138	68	206	153	198	351	4,666
	Total	2,500,000	283	189	472	274	391	665	8,739
	Percent Trucks		26%	38%	31%	29%	24%	26%	25%
Phase 3 (Project Buildout)									
1	Logistics	1,810,000	109	91	200	91	145	236	3,059
2	Logistics	600,000	36	30	66	30	48	78	1,014
	Sub-Total Logistics	2,410,000	145	121	266	121	193	314	4,073
1	Outlet Center	10,000	5	2	7	11	12	23	266
4	Community Commercial	80,000	133	66	199	142	186	328	4,400
3	Community Commercial	120,000	199	98	297	212	280	492	6,600
	Sub-Total Commercial	210,000	337	166	503	365	478	843	11,266
	Total	2,620,000	482	287	769	486	671	1,157	15,339
	Percent Trucks		15%	25%	19%	16%	14%	15%	14%
Source: Austin-Foust Associates, Inc., 2008.									

The Trip Generation Rates for High-Cube Warehouse land use utilized in the project traffic study and EIR Table 5.14-6 have been developed by the City of Moreno Valley staff. A standard deviation was applied by the City staff to the rates derived in the NAIOP Western Riverside County Warehouse / Distribution Center Trip Generation study dated March 2007. The Western Riverside County Study

ATTACHMENT B

SKECHERS EXPANSION
TRIP GENERATION STUDY

TO: Wayne Peterson and Brian Hixon, Highland Fairview
 FROM: Billy Park, TE
 Don Hubbard, TE, AICP
 DATE: June 23, 2016
 SUBJECT: **Skechers Expansion Trip Generation Study**

Skechers is considering an option to develop a parcel of land between their existing warehouse and Redlands Boulevard. The development would expand the footprint of their current building westward (see Exhibit 1) and would consist entirely of warehouse space (i.e. no retail space). This memo analyzes the trip generation rate for the existing warehouse portion of the Skechers building, which can provide an indication of how much traffic would be generated by such an expansion.

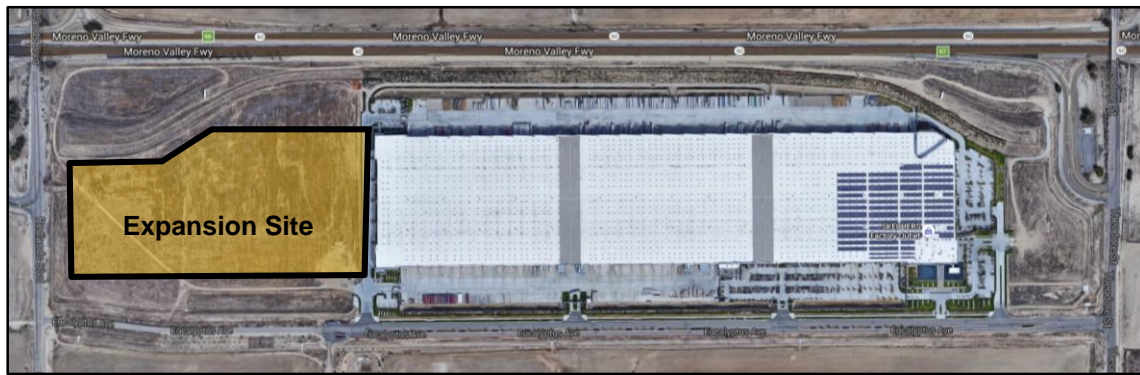


Exhibit 1: Site of Proposed Expansion

Trip Generation from Logistics

To determine the actual trip-generation characteristics of Skechers, traffic counts were collected at the three sites shown in Exhibit 2 from May 23, 2016 (Monday) to May 27, 2016 (Friday).

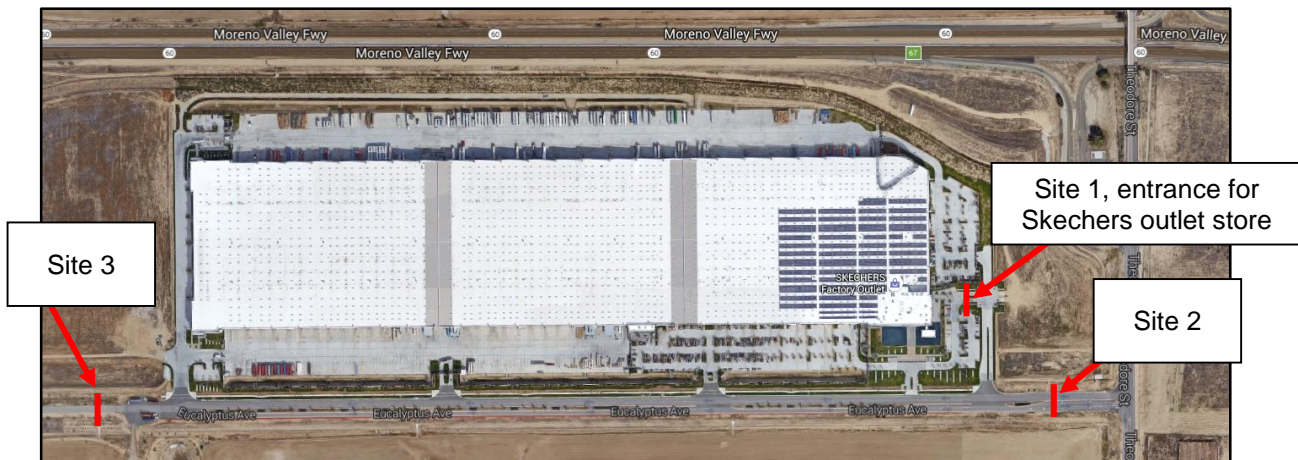


Exhibit 2: Traffic Count Sites

Skechers Expansion Trip Generation Study

The traffic counts from Site 1 define the trip generation of the factory outlet portion of the Skechers building. The trip generation of the remainder of the Skechers building, which is Logistics, was calculated by subtracting the traffic counts at Site 1 from those at Sites 2 and 3. This is shown in Exhibit 3.

Trip Source	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Sites 2 and 3 (Entire Skechers Site)	134	72	206	32	120	152	2,319
Site 1 (Factory Outlet Store)	5	3	8	20	28	48	650
Trips from Logistics Portion	129	69	198	12	92	104	1,669

Exhibit 3: Computation of Trips from Logistics

Exhibit 4 compares the actual trip generation from the logistics portion of Skechers with the forecasts in the Corporate Park TIA¹. As can be seen in the exhibit, the TIA was quite close for the AM peak hour trips but was about double the actual trip generation for the PM peak hour and for daily trips.

Trip Source	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Logistics							
Corporate Park TIA (Phase 1)	109	91	200	91	145	236	3,059
Traffic Counts at Skechers	129	69	198	12	92	104	1,669
Actual as % of Corporate Park TIA	118%	76%	99%	13%	63%	44%	55%

Exhibit 4: Comparison of Traffic Counts with Corporate Park TIA

A separate calculation was performed for truck trips, as shown in Exhibit 5. As can be seen in Exhibit 5, the Skechers building generates much lower truck traffic than was forecast in the original TIA; only 20% of the forecast for daily, 28% for the AM peak hour, and 8% for the PM peak hour.

Trip Source	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Logistics Trucks							
Corporate Park TIA (Phase 1)	56	52	108	59	68	127	1,663
Traffic Counts at Skechers	14	16	30	3	7	10	338
Actual as % of Corporate Park TIA	25%	31%	28%	5%	10%	8%	20%

Exhibit 5: Comparison of Truck Traffic Counts with Corporate Park TIA

Trip-Generation Rates

The trips shown in Exhibit 4 must be converted into trip-generation rates so that they can be used to forecast the traffic that would be generated by the proposed warehouse expansion Exhibit 6 shows the trip

¹ City of Moreno Valley – Highland Fairview Corporate Park Draft EIR, July 2008

Skechers Expansion Trip Generation Study

generation rate for the Skechers logistics operations in comparison with the trip-generation rates in the ITE *Trip Generation Manual*. The ITE trip-gen rate is accurate for the AM peak hour but about double the actual rate for the PM peak hour and daily forecasting periods.

Trip Source	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
High-Cube Warehouse (ITE Code 152)							
ITE Trip Generation 9th Edition	0.076	0.034	0.110	0.037	0.083	0.120	1.68
Traffic Counts at Skechers	0.071	0.038	0.110	0.007	0.051	0.058	0.92
Actual as % of ITE	94%	112%	100%	18%	62%	48%	55%

Exhibit 6: Trip-Generation Rates (Vehicle-trips per KSF)

The percentage of trucks in the Project traffic were also computed from the Skechers traffic counts. This is shown in Exhibit 7, with the percent trucks from the Corporate Park TIA included as a reference. The actual percentage of trucks is much lower than was forecast in the original TIA.

Trip Source	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
Percent Trucks							
Corporate Park TIA (Phase 1)	28%	26%	54%	25%	29%	54%	54%
Traffic Counts at Skechers	7%	8%	15%	3%	7%	10%	20%

Exhibit 7: Percent Trucks

Based on this analysis of recent traffic counts we recommend that the trip generation rates, from the "Traffic Counts at Skechers", shown in Exhibit 6 and the truck percentages shown in Exhibit 7 be used as the basis for estimating the traffic that will be generated by expansion of the Skechers warehouse space.

APPENDIX E

EMWD Water Supply Assessment Memorandum



November 9, 2018

Patrick Revere
14225 Corporate Way
Moreno Valley, CA 92553

Subject: Water Supply Assessment for Highland Fairview Corporate Park

To Patrick Revere:

On March 21, 2012, the Board of Directors of the Eastern Municipal Water District (EMWD) approved the Water Supply Assessment (WSA) for the World Logistics Center Specific Plan in Moreno Valley in accordance with the provisions of Senate Bill 221 (SB221) and Senate Bill 610 (SB610). This WSA included the Highland Fairview Corporate Park. SB221 and SB610 require EMWD, when requested, to prepare a WSA determining that adequate water supplies are or will be available to meet water demands associated with proposed land development. Note that the determination for whether a project requires a new or updated WSA is made by the appropriate land use agency.

Subsequent to the approval of this WSA, EMWD completed an update to its Urban Water Management Plan (UWMP) in 2015, which evaluates supplies and demands in five year planning horizons through 2040. The anticipated water demands from this development have been included in the 2015 UWMP, provided any changes to the project do not cause the water demands to exceed those estimated in the 2012 WSA.

The 2015 UWMP concludes that EMWD can meet anticipated demands through 2040 under normal and historic dry conditions.

Sincerely,

Gordon Ng, P.E.
Civil Engineer

GN:gn

Board of Directors

David J. Slawson, *President* Ronald W. Sullivan, *Vice President* Joseph J. Kuebler, CPA, *Treasurer* Philip E. Paule Randy A. Record

2270 Trumble Road • P.O. Box 8300 • Perris, CA 92572-8300

T 951.928.3777 • F 951.928.6177 www.emwd.org

APPENDIX F

Supplemental Traffic Memo



Technical Memorandum

To: Patrick Revere, Director of Land Development, Highland Fairview

From: Don Hubbard, TE, AICP

Subject: Skechers Expansion EIR Addendum - Traffic

Date: March 19, 2019

Summary of findings

The addition of 800,000 square feet of logistics facilities and the construction of two roundabouts does not require any additional modifications or mitigation measures to any of the affected roadways or intersections. The LOS will meet the City standard (LOS D) or better for all intersections both now and in the horizon year (2045).

Background

In 2008 the City of Moreno Valley approved an EIR¹ for the Highland Fairview Corporate Park (HFCP) project. The project would develop 4 parcels in the block bounded by SR-60 to the north, Eucalyptus Blvd to the south, Theodore Street² to the east and Redlands Blvd to the west (see Exhibit 1). Thus far only Parcel 1 has been developed, in the form of the Skechers building.

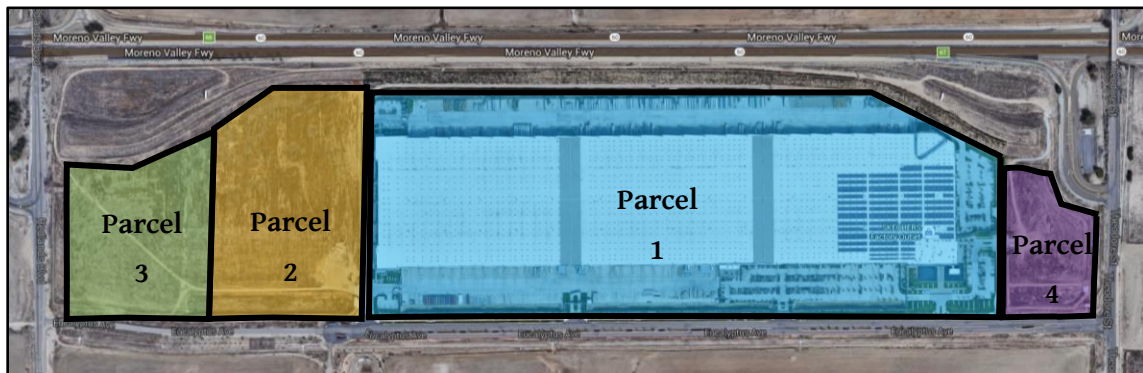


Exhibit 1: Parcels in the HFCP Site (shapes are approximate)

Skechers and Highland Fairview are exploring the possibility of modifying the original HFCP plan in several ways:

- Extending the existing Skechers logistics operations westward with an 800,000 square feet new logistics building on Parcels 2 and 3 between their existing warehouse and Redlands Boulevard

¹ City of Moreno Valley – Highland Fairview Corporate Park Draft EIR, July 2008

² Since re-named World Logistics Center (WLC) Parkway. Part of the rationale for the name change was to encourage WLC traffic, for example a truck driver unfamiliar with the site, to use the parkway rather than Redlands Boulevard.

Skechers Expansion EIR Addendum - Traffic

(see Exhibit 2). (The original HFCP EIR had assumed 120,000 square feet of commercial on Parcel 3 in the EIR.)

- The new space would be served by a truck driveway (the north leg of Intersection 4) and a driveway for employee cars (the north leg of Intersection 3). Intersection 4 would be a roundabout whose south leg would be a local access road serving buildings on WLC Street E.
- Using roundabouts rather than signalization at Intersections 1 and 2.

The purposes of this memo are:

- To provide input for a supplemental EIR to cover the revisions described above. Specifically, this analysis supplements *Appendix J: Traffic Study Report* of the original EIR
- To determine whether roundabouts would provide an acceptable level of service (LOS) at Intersections 2 and 4. Although Intersection 1 is shown in Exhibit 2, it is not part of the analysis; it is shown in the design drawing only because the footprint of Redlands Boulevard, with a roundabout at Intersection 2, must allow sufficient space for a roundabout at Intersection 1 should the City of Moreno Valley choose to pursue that option at some future time.
- A settlement agreement between the City and the Sierra Club includes a provision directing large trucks (over 10,000 lbs) from HFCP to enter and leave the site using WLC Parkway rather than Redlands Boulevard³. The Skechers Expansion will be subject to this same provision. The southbound approach to Intersection 4, i.e. the truck driveway exiting the Skechers site, will have signage directing trucks towards WLC Parkway. This may say, for example, “Left Turn Only. Photo Enforced”.

For that reason, capacity analysis of the WPC Pkwy/Eucalyptus Ave, WLC Pkwy/SR-60 EB Ramps, and WLC Pkwy/SR-60 WB Ramps intersections (Intersections 5, 6, and 7 in Exhibit 2) was also performed to confirm their ability to handle the truck (and other) traffic from the Skechers extension.

³ Large trucks traveling to/from other projects (not HFCP) are not restricted from using Redlands Blvd north of Eucalyptus Ave.

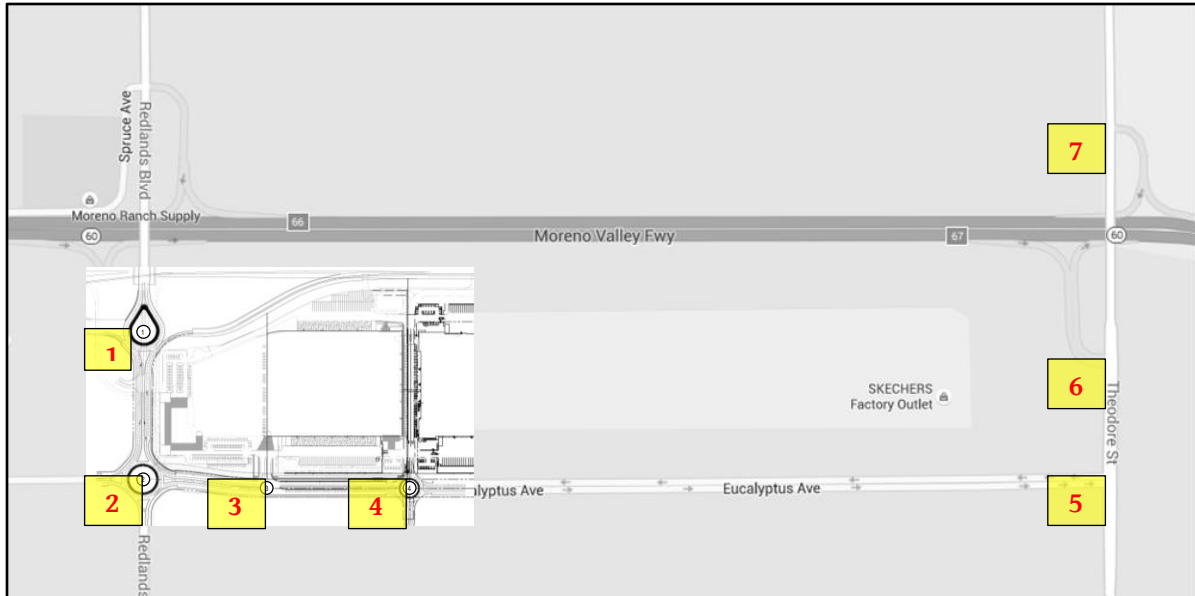


Exhibit 2: Study Intersections

Scenarios Tested

The analysis covered two scenarios, namely:

- **Existing Conditions:** This scenario represents existing geometry and traffic counts with the existing Skechers facility on Parcel 1.
- **Existing Plus Project Conditions:** This scenario assumes the existing traffic volumes on Redlands Boulevard, plus traffic from the existing Skechers facility, plus traffic from an 800,000 sq.ft. high-cube extension of Skechers on Parcels 2 and 3 with no WLC buildings in operation. The trip-gen for Skechers was made using the measured trip-gen rate for Skechers for the existing building and the trip-gen rate for high-cube warehouses found in ITE's Trip Generation 10th edition for the 800,000 sq. ft. extension. The southern leg of Intersection 4 would be closed, since no WLC buildings or roads would exist.
- **Horizon Year 2045 No Project Conditions:** This scenario corresponds to the traffic forecast in the SR-60/WLC Pkwy Interchange traffic study⁴ and includes existing Skechers buildings on Parcel 1 along with 80,000 sq. ft. of planned commercial on Parcel 4, buildout of the WLC, and other reasonably foreseeable development projects.
- **Horizon Year 2045 Plus Project Conditions:** This scenario is the same as the Horizon Year 2045 No Project Conditions but with the 800,000 sq.ft. extension of the Skechers building and roundabouts at Intersections 2 and 4. The south leg of Intersection 4 would be a 2-lane access road serving the buildings along Street E in the WLC.

⁴ Note: The Skechers expansion was an assumed background project in the WLC Parkway IC traffic study. Since this traffic will in effect be double-counted, the result will be conservative for CEQA purposes. Also, the WLC Parkway study used traffic counts from May 2017 that were higher than those taken in January 2018 used for the WLC analysis. This is another way that the analysis is conservative.

Analysis Assumptions

- Trip generation for the project follows Scenario B from the HFPC Parcels 2 and 3 Project-Trip Generation Consistency Memorandum⁵. See Exhibit 3 for a summary of project trip generation.
- All (existing and expansion) Skechers trucks (3+axle) will access SR-60 at WLC Pkwy (not Redlands Blvd)
- Skechers expansion cars (and 2-axle trucks) can use Redlands as assumed previously
- WLC cars and trucks are not restricted to using WLC Pkwy (though most do); they will follow the distribution assumed in the WLC TIA.
- Intersections along WLC Parkway will be signalized (i.e. Alternative 2 in the WLC Parkway IC study).
- Level of Service (LOS) was evaluated using the Highway Capacity Manual HCM 6th Edition using Synchro 10.
- For signalized and stop-controlled intersection analysis, passenger car equivalent (PCE) factors taken from the San Bernardino County CMP, 2003 Update, per the City’s TIA guidelines. These PCE rates are 1.5 for 2-axle trucks, 2.0 for 3-axle trucks and 3.0 for trucks with four or more axles. Intersection volumes were input to Synchro directly as PCEs (with the heavy vehicle percentage set to zero to avoid double-counting of trucks).
- For Roundabout intersections, the standard HCM PCE factor of 2.0 was applied to heavy trucks. Volumes were input to Synchro as total vehicles with a heavy vehicle percentage.

Existing Traffic Volumes

The turning movement volumes in PCEs for the Existing Conditions are shown in Exhibit 4. Existing counts were collected in May 2017 and January 2018 and are shown in Appendix A.

ALL VEHICLES									
Parcel	Use	SF	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
1	Logistics ¹	1,810,000	129	69	198	13	92	105	1,669
1	Outlet Center ¹	10,000	5	3	8	20	28	48	650
2	Logistics ²	600,000	37	11	48	17	43	60	840
3	Logistics ²	200,000	12	4	16	6	14	20	280
4	Commercial ²	80,000	47	29	76	146	158	304	3,020
Total		2,700,000	230	116	346	202	335	537	6,459
ALL VEHICLES, WITH PCE FACTORS									
Parcel	Use	SF	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
1	Logistics ¹	1,810,000	167	89	256	15	111	126	2,336
1	Outlet Center ¹	10,000	5	3	8	20	28	48	650
2	Logistics ²	600,000	69	20	89	31	80	111	1,556
3	Logistics ²	200,000	23	7	30	10	27	37	519
4	Commercial ²	80,000	47	29	76	146	158	304	3,020
Total		2,700,000	311	148	459	222	404	626	8,081

¹ Trip rates based on *Skechers Expansion Trip Generation Study* (WSP | Parsons Brinkerhoff, June 23, 2016)
² Trip rates based on ITE *Trip Generation Manual*, 10th Edition

Exhibit 3: HFPC Trip Generation

⁵ Highland Fairview Corporate Park Parcels 2 and 3 Project-Trip Generation Consistency Memorandum, October 17, 2018, prepared by Kimley-Horn for Highland Fairview.

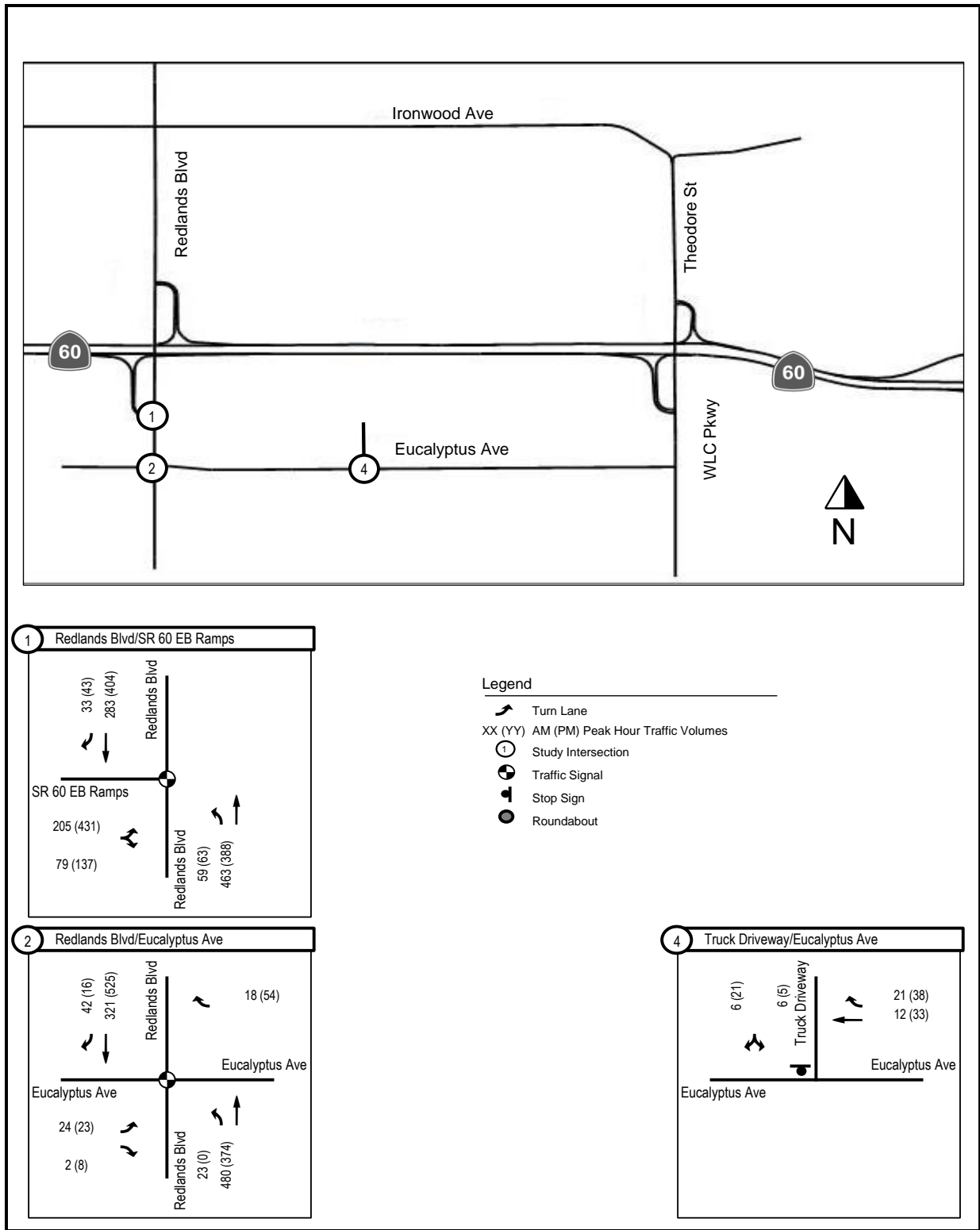


Exhibit 4: Existing Turning Movement Volumes in PCE

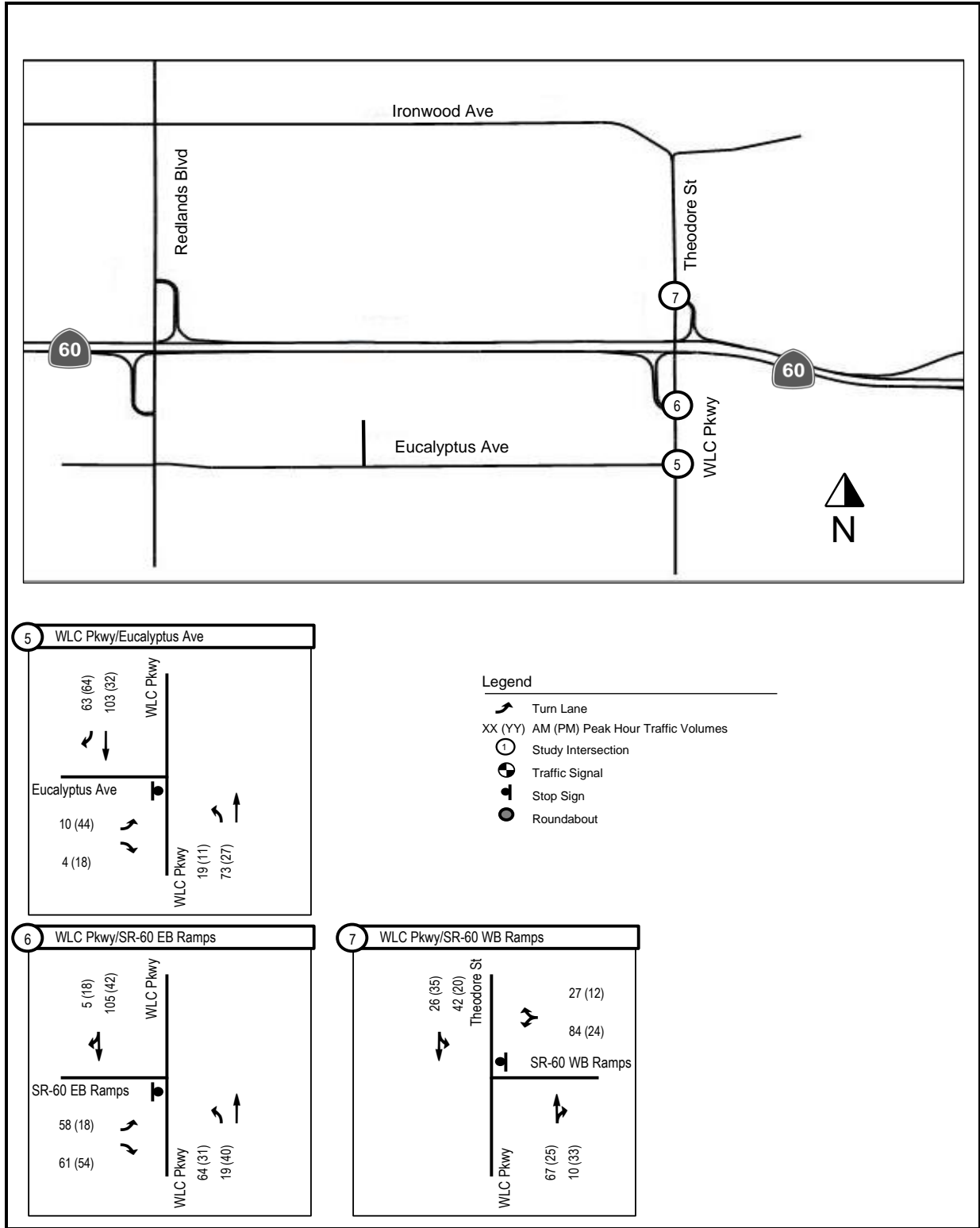


Exhibit 4: Existing Turning Movement Volumes in PCE (continued)

Existing Plus Project Traffic Volumes and LOS

The turning movement volumes for Existing Plus Project are shown in Exhibit 7. Some things to note:

- The truck driveway that forms the north leg of Intersection 4 would serve both the existing Skechers building and the expansion. So, the volumes shown there would be a mix of old and new traffic.
- Trucks headed to the Skechers are required to use the World Logistics Center Parkway rather than the Redlands Boulevard.

As can be seen in Exhibit 5, the proposed intersections would all provide LOS A or B in both the AM and PM peak hours, and by extension in all off-peak hours (since the volumes would be lower). This meets the City standard of LOS D. LOS calculations are shown in Appendix B.

ID	Intersection	Control Type		Existing				Existing Plus Project			
		No Project	Plus Project	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
				LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
2	Eucalyptus Ave/Redlands Blvd	Signal	RABT	A	7.8	A	7.4	A	5.8	A	5.6
3	Eucalyptus Ave/Car Driveway	N/A	SSSC	Does Not Exist				A	8.4	A	8.6
4	Eucalyptus Ave/Truck Driveway	SSSC	RABT	A	8.5	A	8.7	A	4.7	A	4.6
5	WLC Pkwy/Eucalyptus Ave	SSSC	SSSC	B	10.0	A	9.2	B	10.5	B	10.0
6	WLC Pkwy/SR-60 EB Ramps	SSSC	SSSC	B	10.1	A	9.0	B	10.3	A	9.2
7	WLC Pkwy/SR-60 WB Ramps	SSSC	SSSC	B	10.3	A	9.4	B	10.6	B	10.0

Notes:
 Delay is reported in sec/veh.
 "SSSC" means "side-street stop-controlled." For SSSC intersections, delay and LOS for the worst performing approach are reported.
 For signalized intersections, average intersection delay and LOS are reported.
 "RABT" means "Roundabout." For roundabout intersections, average intersection delay and LOS are reported.

Exhibit 5: Existing and Existing Plus Project LOS

Horizon Year 2045 Traffic Volumes and LOS

The turning movement volumes for Horizon Year 2045 No Project and Horizon Year 2045 Plus Project are shown in Exhibit 8 and Exhibit 9, respectively. The same notes apply to the Horizon Year as to the previous section for Existing Plus Project LOS plus a local access road will connect Intersection 4 with Street E.

As can be seen in Exhibit 6, all study intersections would meet the City standard (LOS of D) or better in both the AM and PM peak hours, and by extension in all off-peak hours (since the volumes would be lower). Intersections 2 and 4 have less average delay than with the conversion to roundabouts compared to the signals in the No Project condition. As expected, in general, delay increases with the addition of project traffic, however the LOS remains acceptable. Note that in two cases the Plus Project condition has a lower average delay than the No Project condition. The reasons are:

- The Highway Capacity Manual methodology is based on the average control delay for vehicles entering an intersection. So, when traffic is increased in movements that are not delayed the average delay for the intersection goes down. Such is the case for intersection 7 in the AM peak hour. The Skechers extension would add 30 PCEs to the eastbound right-turn and northbound left-turn movements, both of which have LOS A, compared to the No Project average LOS of D. So, the Skechers extension would slightly reduce the average delay.
- In the case of intersection 5 AM peak hour, the average delay was reduced because some WLC traffic to and from Redlands Boulevard would use the new access road at Intersection 4 rather than going through Intersection 5.

ID	Intersection	Control Type		Horizon Year No Project				Horizon Year Plus Project			
		No Project	Plus Project	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
				LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
2	Eucalyptus Ave/Redlands Blvd	Signal	RABT	B	17.5	C	22.8	A	7.3	C	17.1
3	Eucalyptus Ave/Car Driveway	N/A	SSSC	Does Not Exist				A	9.5	B	10.9
4	Eucalyptus Ave/Truck Driveway	SSSC	RABT	B	14.9	C	16.8	A	4.5	A	4.8
5	WLC Pkwy/Eucalpytus Ave	Signal	Signal	C	24.8	C	34.1	C	22.9	D	38.4
6	WLC Pkwy/SR-60 EB Ramps	Signal	Signal	C	26.1	B	14.6	C	30.4	C	21.5
7	WLC Pkwy/SR-60 WB Ramps	Signal	Signal	D	54.6	C	20.9	D	53.8	C	22.1

Notes:
 Delay is reported in sec/veh.
 "SSSC" means "side-street stop-controlled." For SSSC intersections, delay and LOS for the worst performing approach are reported.
 For signalized intersections, average intersection delay and LOS are reported.
 "RABT" means "Roundabout." For roundabout intersections, average intersection delay and LOS are reported.

Exhibit 6: Horizon Year 2045 No Project and Plus Project LOS

The Synchro reports showing the LOS by movement and the 95th percentile queue are shown in the appendix to this memo. The queues are forecast to be non-existent or very short (fewer than 5 vehicles) in every case except for the Redlands/Eucalyptus roundabout in the Horizon Year, when a maximum queue of 9 vehicles may occur for the eastbound left-turn movement.

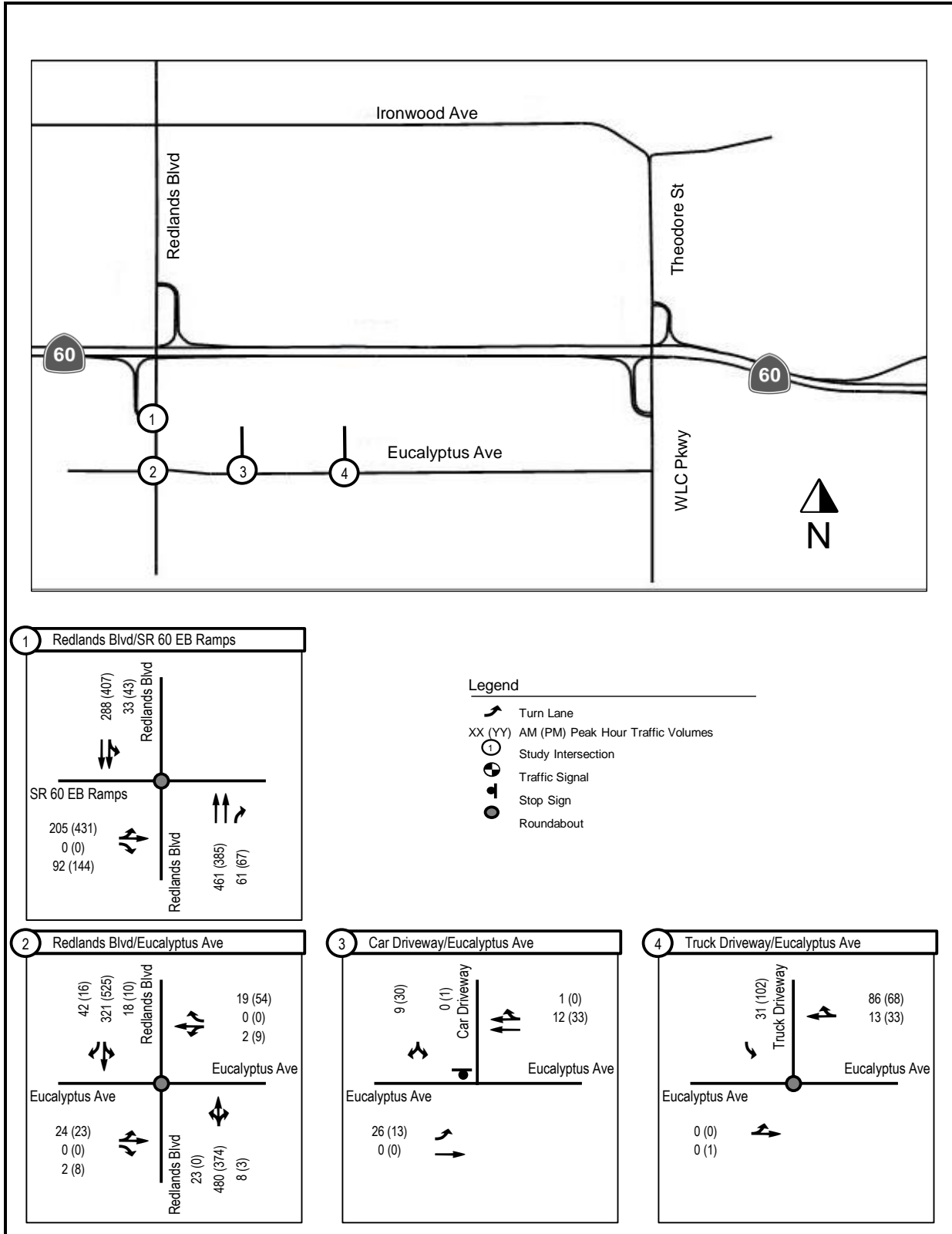


Exhibit 7: Existing Plus Project Turning Movement Volumes in PCE

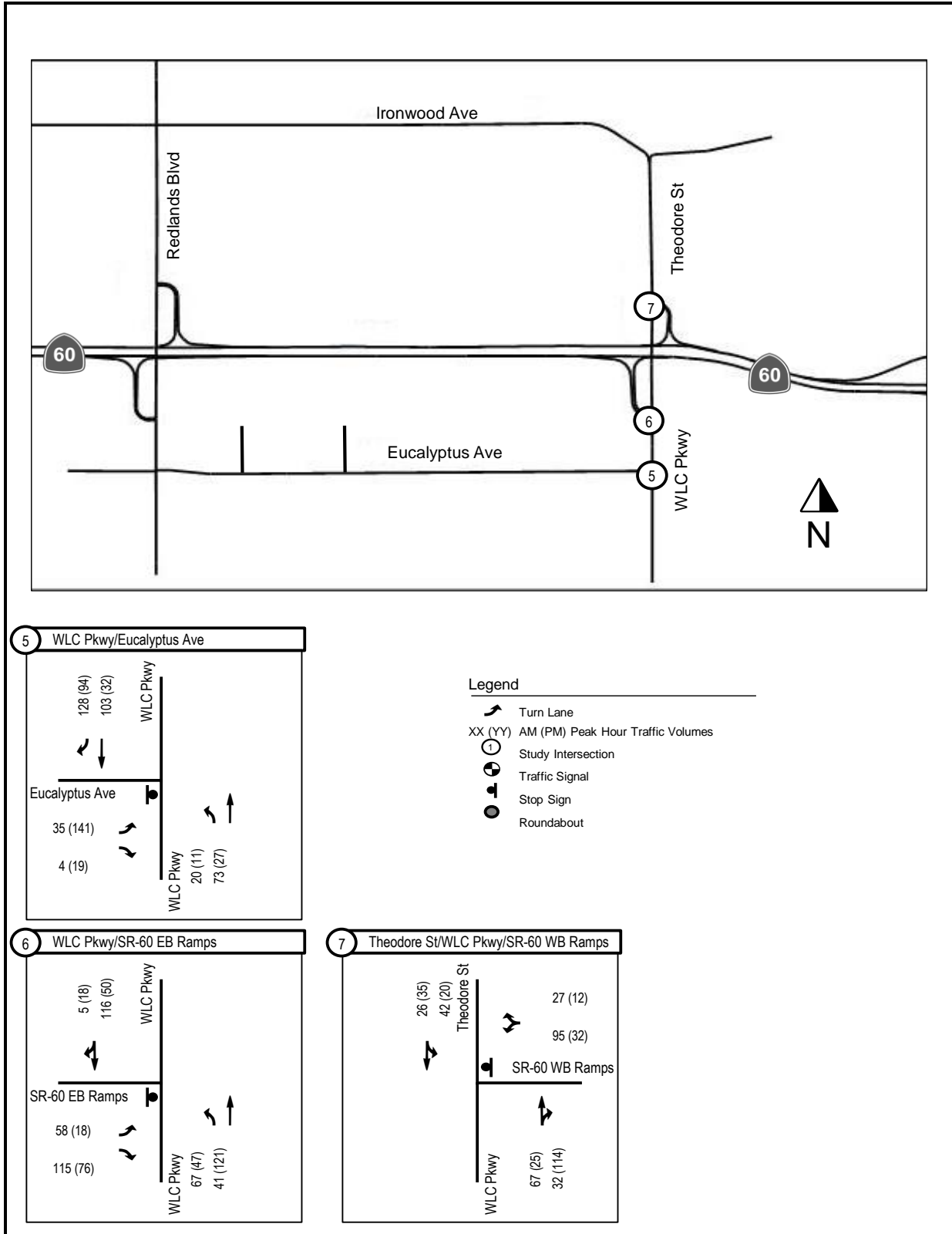


Exhibit 7: Existing Plus Project Turning Movement Volumes in PCE (continued)

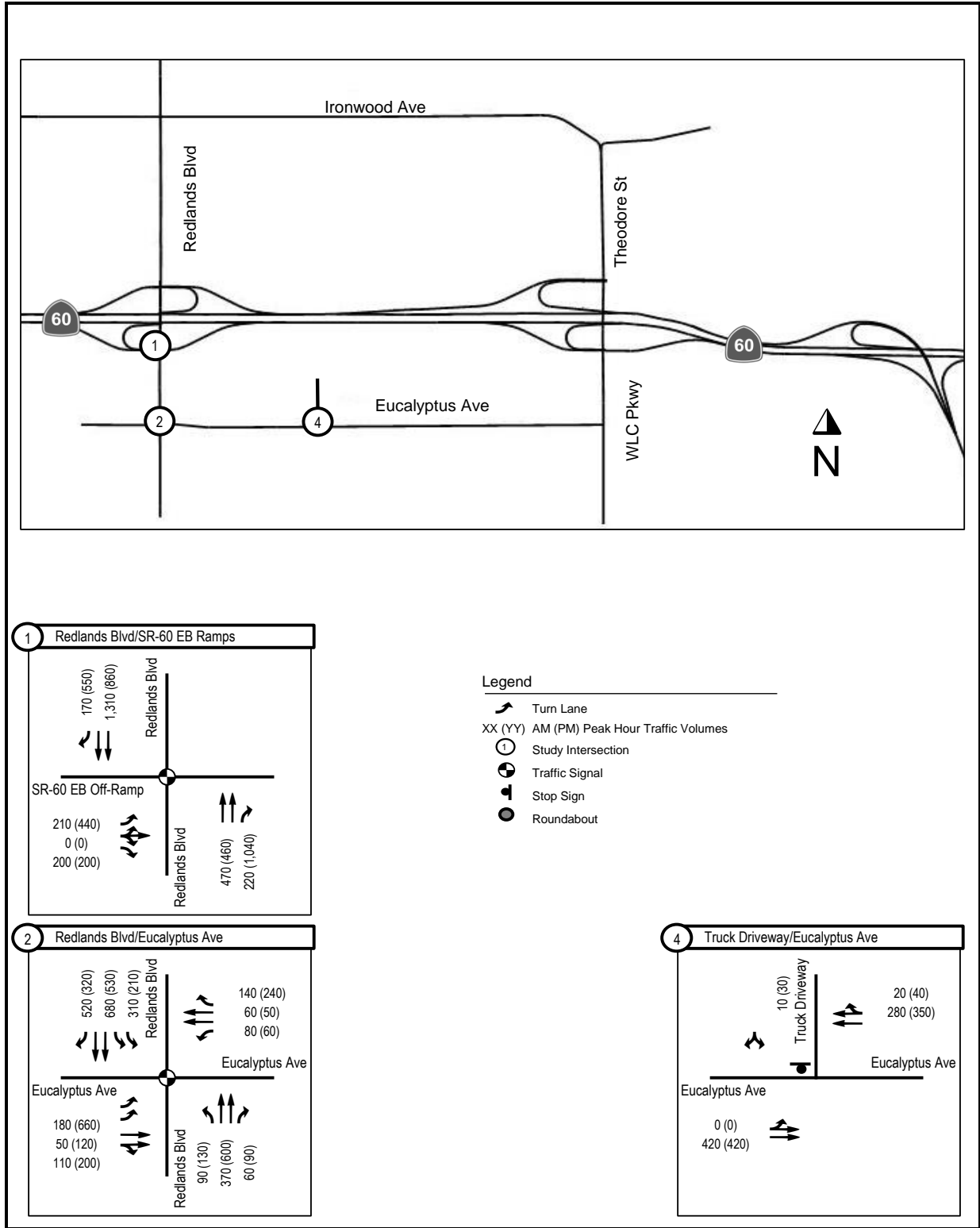


Exhibit 8: Horizon Year 2045 No Project Turning Movement Volumes in PCE

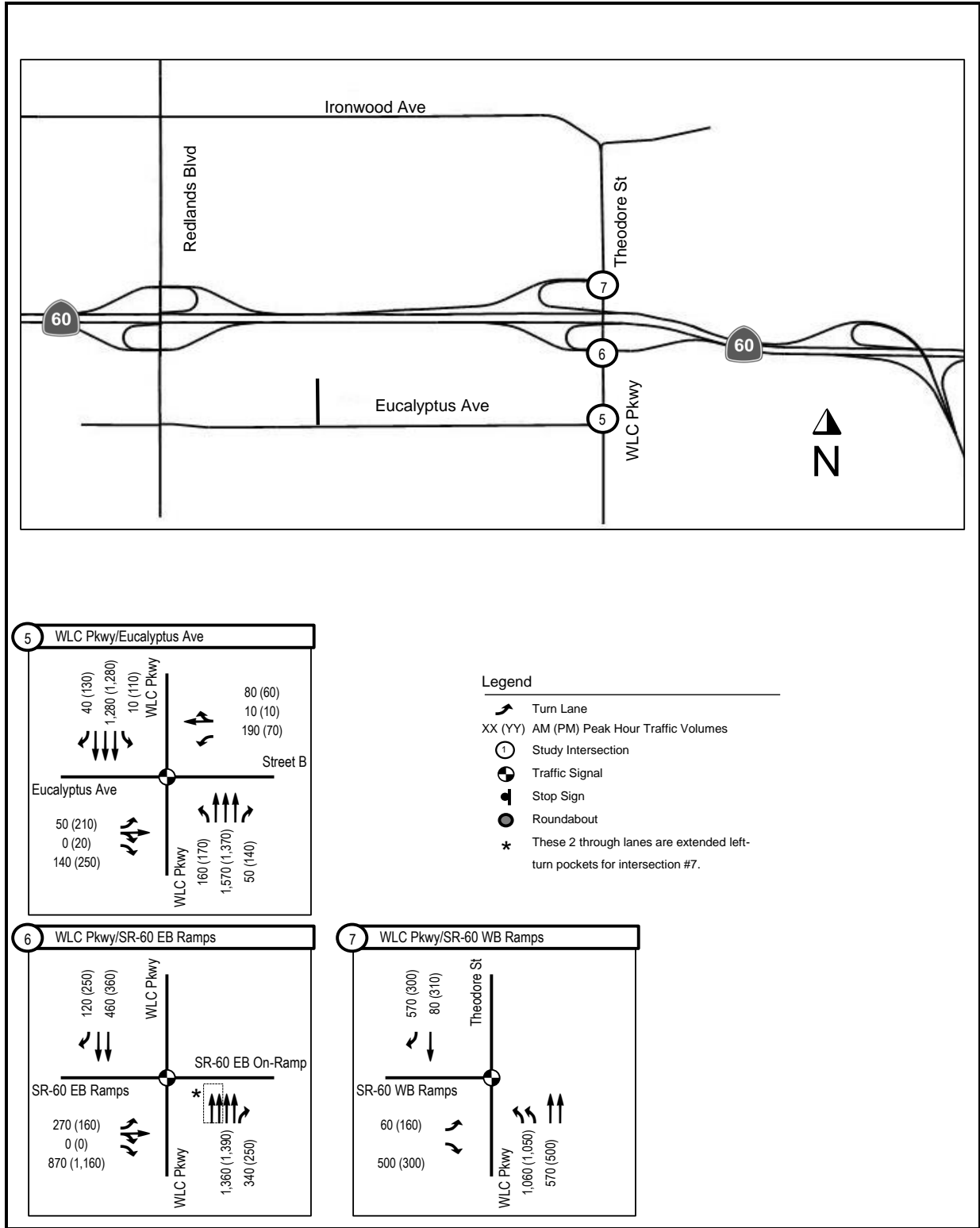


Exhibit 8: Horizon Year 2045 No Project Turning Movement Volumes in PCE (continued)

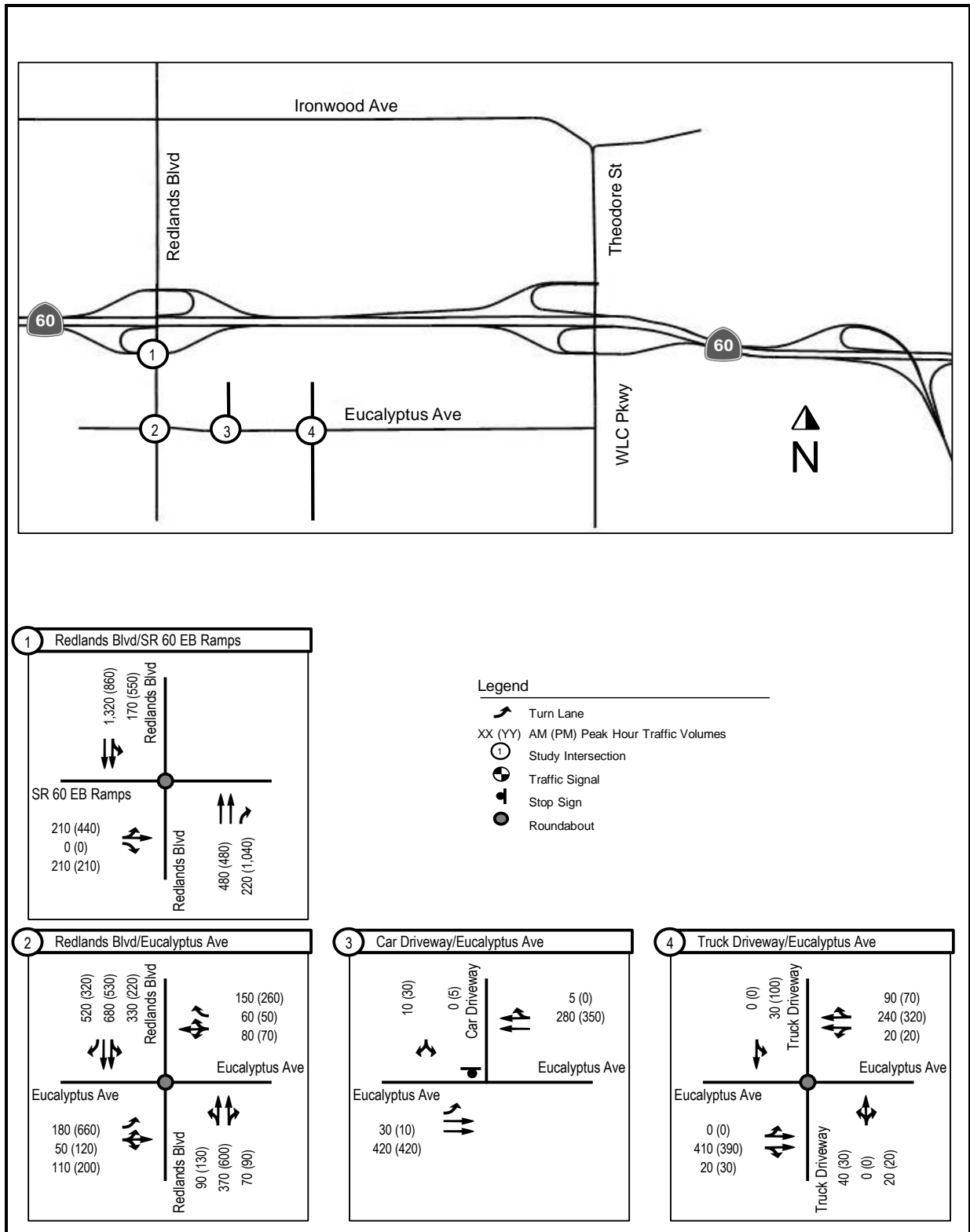


Exhibit 9: Horizon Year 2045 Plus Project Turning Movement Volumes in PCE

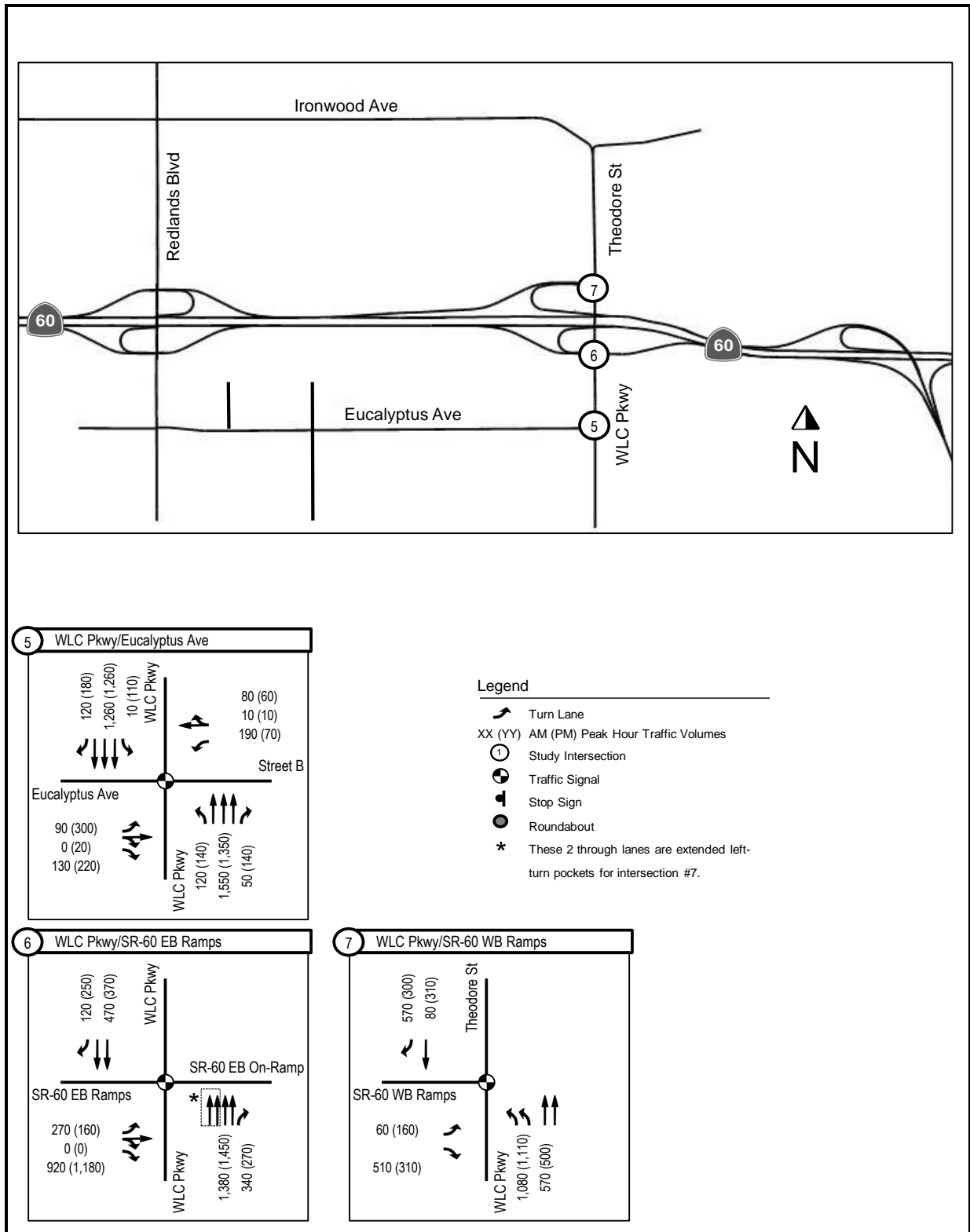


Exhibit 9: Horizon Year 2045 Plus Project Turning Movement Volumes in PCE (continued)

APPENDIX A
TRAFFIC COUNTS

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 04_MRV_Theodore_Eucalyptus AM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- Cars & Trailers - Large 2 Axle Vehicles - 3 Axle Vehicles - 4 Axle Trucks - 5 Axle Trucks - 6+ Axle Trucks - Buses & RV's -
 Motorcycles - Bicycles - Medium Truck

Start Time	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	7	7	14	1	8	9	1	0	1	24
07:15 AM	17	11	28	4	11	15	2	0	2	45
07:30 AM	15	15	30	6	12	18	0	2	2	50
07:45 AM	14	16	30	7	13	20	2	2	4	54
Total	53	49	102	18	44	62	5	4	9	173
08:00 AM	10	23	33	15	12	27	2	1	3	63
08:15 AM	12	34	46	10	10	20	2	4	6	72
08:30 AM	12	26	38	6	12	18	9	27	36	92
08:45 AM	10	17	27	2	12	14	4	5	9	50
Total	44	100	144	33	46	79	17	37	54	277
Grand Total	97	149	246	51	90	141	22	41	63	450
Apprch %	39.4	60.6		36.2	63.8		34.9	65.1		
Total %	21.6	33.1	54.7	11.3	20	31.3	4.9	9.1	14	
Cars & Trailers	45	117	162	47	44	91	13	37	50	303
% Cars & Trailers	46.4	78.5	65.9	92.2	48.9	64.5	59.1	90.2	79.4	67.3
Large 2 Axle Vehicles	0	1	1	0	0	0	0	0	0	1
% Large 2 Axle Vehicles	0	0.7	0.4	0	0	0	0	0	0	0.2
3 Axle Vehicles	0	2	2	0	0	0	1	0	1	3
% 3 Axle Vehicles	0	1.3	0.8	0	0	0	4.5	0	1.6	0.7
4 Axle Trucks	1	2	3	0	0	0	1	0	1	4
% 4 Axle Trucks	1	1.3	1.2	0	0	0	4.5	0	1.6	0.9
5 Axle Trucks	43	13	56	0	40	40	3	0	3	99
% 5 Axle Trucks	44.3	8.7	22.8	0	44.4	28.4	13.6	0	4.8	22
6+ Axle Trucks	0	1	1	0	0	0	0	0	0	1
% 6+ Axle Trucks	0	0.7	0.4	0	0	0	0	0	0	0.2
Buses & RV's	0	0	0	0	0	0	0	0	0	0
% Buses & RV's	0	0	0	0	0	0	0	0	0	0
Motorcycles	0	1	1	0	0	0	0	0	0	1
% Motorcycles	0	0.7	0.4	0	0	0	0	0	0	0.2
Bicycles	0	1	1	0	0	0	0	1	1	2
% Bicycles	0	0.7	0.4	0	0	0	0	2.4	1.6	0.4
Medium Truck	8	11	19	4	6	10	4	3	7	36
% Medium Truck	8.2	7.4	7.7	7.8	6.7	7.1	18.2	7.3	11.1	8

Start Time	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	14	16	30	7	13	20	2	2	4	54
08:00 AM	10	23	33	15	12	27	2	1	3	63
08:15 AM	12	34	46	10	10	20	2	4	6	72
08:30 AM	12	26	38	6	12	18	9	27	36	92
Total Volume	48	99	147	38	47	85	15	34	49	281
% App. Total	32.7	67.3		44.7	55.3		30.6	69.4		
PHF	.857	.728	.799	.633	.904	.787	.417	.315	.340	.764

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 04_MRV_Theodore_Eucalyptus AM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- Cars & Trailers

Start Time	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	5	4	9	1	7	8	0	0	0	17
07:15 AM	10	6	16	4	10	14	1	0	1	31
07:30 AM	9	10	19	5	6	11	0	1	1	31
07:45 AM	4	13	17	7	6	13	1	1	2	32
Total	28	33	61	17	29	46	2	2	4	111
08:00 AM	6	19	25	13	3	16	1	1	2	43
08:15 AM	3	29	32	9	5	14	1	4	5	51
08:30 AM	3	22	25	6	5	11	6	25	31	67
08:45 AM	5	14	19	2	2	4	3	5	8	31
Total	17	84	101	30	15	45	11	35	46	192
Grand Total	45	117	162	47	44	91	13	37	50	303
Apprch %	27.8	72.2		51.6	48.4		26	74		
Total %	14.9	38.6	53.5	15.5	14.5	30	4.3	12.2	16.5	

Start Time	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:45 AM	4	13	17	7	6	13	1	1	2	32
08:00 AM	6	19	25	13	3	16	1	1	2	43
08:15 AM	3	29	32	9	5	14	1	4	5	51
08:30 AM	3	22	25	6	5	11	6	25	31	67
Total Volume	16	83	99	35	19	54	9	31	40	193
% App. Total	16.2	83.8		64.8	35.2		22.5	77.5		
PHF	.667	.716	.773	.673	.792	.844	.375	.310	.323	.720

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:45 AM

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 04_MRV_Theodore_Eucalyptus AM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	1	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	1	0	0	0	0	0	0	1
Apprch %	0	100		0	0		0	0		
Total %	0	100	100	0	0	0	0	0	0	

Start Time	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:45 AM

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 04_MRV_Theodore_Eucalyptus AM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	1	1	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	1	1	0	0	0	0	0	0	1
Total	0	2	2	0	0	0	1	0	1	3
Grand Total	0	2	2	0	0	0	1	0	1	3
Apprch %	0	100		0	0		100	0		
Total %	0	66.7	66.7	0	0	0	33.3	0	33.3	

Start Time	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	1	1	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	1	0	1	1
Total Volume	0	1	1	0	0	0	1	0	1	2
% App. Total	0	100		0	0		100	0		
PHF	.000	.250	.250	.000	.000	.000	.250	.000	.250	.500

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:45 AM

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 04_MRV_Theodore_Eucalyptus AM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- 4 Axle Trucks

Start Time	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	1	1	2	0	0	0	0	0	0	2
Total	1	1	2	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	1	0	0	0	1	0	1	2
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	1	0	1	2
Grand Total	1	2	3	0	0	0	1	0	1	4
Apprch %	33.3	66.7		0	0		100	0		
Total %	25	50	75	0	0	0	25	0	25	

Start Time	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:45 AM	1	1	2	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	1	0	0	0	1	0	1	2
08:30 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	1	2	3	0	0	0	1	0	1	4
% App. Total	33.3	66.7		0	0		100	0		
PHF	.250	.500	.375	.000	.000	.000	.250	.000	.250	.500

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:45 AM

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 04_MRV_Theodore_Eucalyptus AM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- 5 Axle Trucks

Start Time	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	0	1	1	0	0	0	0	0	0	1
07:15 AM	7	3	10	0	1	1	1	0	1	12
07:30 AM	5	0	5	0	6	6	0	0	0	11
07:45 AM	8	1	9	0	6	6	1	0	1	16
Total	20	5	25	0	13	13	2	0	2	40
08:00 AM	4	1	5	0	8	8	1	0	1	14
08:15 AM	7	1	8	0	4	4	0	0	0	12
08:30 AM	7	4	11	0	7	7	0	0	0	18
08:45 AM	5	2	7	0	8	8	0	0	0	15
Total	23	8	31	0	27	27	1	0	1	59
Grand Total	43	13	56	0	40	40	3	0	3	99
Apprch %	76.8	23.2		0	100		100	0		
Total %	43.4	13.1	56.6	0	40.4	40.4	3	0	3	

Start Time	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:45 AM	8	1	9	0	6	6	1	0	1	16
08:00 AM	4	1	5	0	8	8	1	0	1	14
08:15 AM	7	1	8	0	4	4	0	0	0	12
08:30 AM	7	4	11	0	7	7	0	0	0	18
Total Volume	26	7	33	0	25	25	2	0	2	60
% App. Total	78.8	21.2		0	100		100	0		
PHF	.813	.438	.750	.000	.781	.781	.500	.000	.500	.833

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:45 AM

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 04_MRV_Theodore_Eucalyptus AM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- 6+ Axle Trucks

Start Time	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	0	1	1	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	1	0	0	0	0	0	0	1
Apprch %	0	100		0	0		0	0		
Total %	0	100	100	0	0	0	0	0	0	

Start Time	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:45 AM

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 04_MRV_Theodore_Eucalyptus AM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- Buses & RV's

Start Time	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

Start Time	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 04_MRV_Theodore_Eucalyptus AM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- Motorcycles

Start Time	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	1	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	1	0	0	0	0	0	0	1
Apprch %	0	100		0	0		0	0		
Total %	0	100	100	0	0	0	0	0	0	

Start Time	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:45 AM

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 04_MRJV_Theodore_Eucalyptus AM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- Bicycles

Start Time	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	1	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	1	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	0	1	1	2
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	1	0	0	0	0	1	1	2
Apprch %	0	100		0	0		0	100		
Total %	0	50	50	0	0	0	0	50	50	

Start Time	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:45 AM

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 04_MRJV_Theodore_Eucalyptus AM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- Medium Truck

Start Time	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	2	1	3	0	1	1	1	0	1	5
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	4	5	1	0	1	0	0	0	6
07:45 AM	1	1	2	0	1	1	0	1	1	4
Total	4	6	10	1	2	3	1	1	2	15
08:00 AM	0	2	2	2	1	3	0	0	0	5
08:15 AM	2	3	5	1	1	2	0	0	0	7
08:30 AM	2	0	2	0	0	0	2	2	4	6
08:45 AM	0	0	0	0	2	2	1	0	1	3
Total	4	5	9	3	4	7	3	2	5	21
Grand Total	8	11	19	4	6	10	4	3	7	36
Apprch %	42.1	57.9		40	60		57.1	42.9		
Total %	22.2	30.6	52.8	11.1	16.7	27.8	11.1	8.3	19.4	

Start Time	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:45 AM	1	1	2	0	1	1	0	1	1	4
08:00 AM	0	2	2	2	1	3	0	0	0	5
08:15 AM	2	3	5	1	1	2	0	0	0	7
08:30 AM	2	0	2	0	0	0	2	2	4	6
Total Volume	5	6	11	3	3	6	2	3	5	22
% App. Total	45.5	54.5		50	50		40	60		
PHF	.625	.500	.550	.375	.750	.500	.250	.375	.313	.786

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:45 AM

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 04_MR_V_Theodore_Eucalyptus PM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- Cars & Trailers - Large 2 Axle Vehicles - 3 Axle Vehicles - 4 Axle Trucks - 5 Axle Trucks - 6+ Axle Trucks - Buses & RV's -
 Motorcycles - Bicycles - Medium Truck

Start Time	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	6	6	12	3	11	14	12	2	14	40
04:15 PM	10	8	18	1	4	5	11	4	15	38
04:30 PM	9	10	19	2	10	12	11	8	19	50
04:45 PM	6	8	14	4	7	11	10	2	12	37
Total	31	32	63	10	32	42	44	16	60	165
05:00 PM	6	10	16	2	3	5	9	4	13	34
05:15 PM	4	10	14	0	3	3	5	2	7	24
05:30 PM	8	11	19	1	12	13	15	8	23	55
05:45 PM	9	3	12	4	5	9	10	3	13	34
Total	27	34	61	7	23	30	39	17	56	147
Grand Total	58	66	124	17	55	72	83	33	116	312
Apprch %	46.8	53.2		23.6	76.4		71.6	28.4		
Total %	18.6	21.2	39.7	5.4	17.6	23.1	26.6	10.6	37.2	
Cars & Trailers	47	45	92	12	37	49	63	29	92	233
% Cars & Trailers	81	68.2	74.2	70.6	67.3	68.1	75.9	87.9	79.3	74.7
Large 2 Axle Vehicles	0	1	1	1	0	1	1	0	1	3
% Large 2 Axle Vehicles	0	1.5	0.8	5.9	0	1.4	1.2	0	0.9	1
3 Axle Vehicles	0	1	1	0	0	0	4	0	4	5
% 3 Axle Vehicles	0	1.5	0.8	0	0	0	4.8	0	3.4	1.6
4 Axle Trucks	0	2	2	0	0	0	0	0	0	2
% 4 Axle Trucks	0	3	1.6	0	0	0	0	0	0	0.6
5 Axle Trucks	3	13	16	1	5	6	2	0	2	24
% 5 Axle Trucks	5.2	19.7	12.9	5.9	9.1	8.3	2.4	0	1.7	7.7
6+ Axle Trucks	0	0	0	0	0	0	0	0	0	0
% 6+ Axle Trucks	0	0	0	0	0	0	0	0	0	0
Buses & RV's	0	0	0	0	0	0	0	0	0	0
% Buses & RV's	0	0	0	0	0	0	0	0	0	0
Motorcycles	0	0	0	0	4	4	0	0	0	4
% Motorcycles	0	0	0	0	7.3	5.6	0	0	0	1.3
Bicycles	0	0	0	0	0	0	0	0	0	0
% Bicycles	0	0	0	0	0	0	0	0	0	0
Medium Truck	8	4	12	3	9	12	13	4	17	41
% Medium Truck	13.8	6.1	9.7	17.6	16.4	16.7	15.7	12.1	14.7	13.1

Start Time	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	6	6	12	3	11	14	12	2	14	40
04:15 PM	10	8	18	1	4	5	11	4	15	38
04:30 PM	9	10	19	2	10	12	11	8	19	50
04:45 PM	6	8	14	4	7	11	10	2	12	37
Total Volume	31	32	63	10	32	42	44	16	60	165
% App. Total	49.2	50.8		23.8	76.2		73.3	26.7		
PHF	.775	.800	.829	.625	.727	.750	.917	.500	.789	.825

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 04_MRJV_Theodore_Eucalyptus PM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- Cars & Trailers

Start Time	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	5	5	10	2	7	9	6	2	8	27
04:15 PM	8	6	14	1	2	3	7	4	11	28
04:30 PM	6	6	12	0	5	5	9	6	15	32
04:45 PM	4	6	10	3	7	10	8	1	9	29
Total	23	23	46	6	21	27	30	13	43	116
05:00 PM	4	7	11	2	2	4	7	4	11	26
05:15 PM	3	5	8	0	3	3	5	2	7	18
05:30 PM	8	8	16	1	9	10	12	7	19	45
05:45 PM	9	2	11	3	2	5	9	3	12	28
Total	24	22	46	6	16	22	33	16	49	117
Grand Total	47	45	92	12	37	49	63	29	92	233
Apprch %	51.1	48.9		24.5	75.5		68.5	31.5		
Total %	20.2	19.3	39.5	5.2	15.9	21	27	12.4	39.5	

Start Time	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	5	5	10	2	7	9	6	2	8	27
04:15 PM	8	6	14	1	2	3	7	4	11	28
04:30 PM	6	6	12	0	5	5	9	6	15	32
04:45 PM	4	6	10	3	7	10	8	1	9	29
Total Volume	23	23	46	6	21	27	30	13	43	116
% App. Total	50	50		22.2	77.8		69.8	30.2		
PHF	.719	.958	.821	.500	.750	.675	.833	.542	.717	.906

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 04_MRV_Theodore_Eucalyptus PM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	0	0	0	1	0	1	0	0	0	1
04:15 PM	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	1	1	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	1	0	1	1	0	1	3
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	1	1	0	1	1	0	1	3
Apprch %	0	100		100	0		100	0		
Total %	0	33.3	33.3	33.3	0	33.3	33.3	0	33.3	

Start Time	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	0	0	0	1	0	1	0	0	0	1
04:15 PM	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	1	1	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	1	0	1	1	0	1	3
% App. Total	0	100		100	0		100	0		
PHF	.000	.250	.250	.250	.000	.250	.250	.000	.250	.750

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 04_MRV_Theodore_Eucalyptus PM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	0	0	0	0	0	0	2	0	2	2
04:15 PM	0	1	1	0	0	0	1	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	3	0	3	4
05:00 PM	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	1	1
Grand Total	0	1	1	0	0	0	4	0	4	5
Apprch %	0	100		0	0		100	0		
Total %	0	20	20	0	0	0	80	0	80	

Start Time	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	0	0	0	0	0	0	2	0	2	2
04:15 PM	0	1	1	0	0	0	1	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	3	0	3	4
% App. Total	0	100		0	0		100	0		
PHF	.000	.250	.250	.000	.000	.000	.375	.000	.375	.500

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 04_MRV_Theodore_Eucalyptus PM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- 4 Axle Trucks

Start Time	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	1	0	0	0	0	0	0	1
Total	0	1	1	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	1	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	0	0	0	1
Grand Total	0	2	2	0	0	0	0	0	0	2
Apprch %	0	100		0	0		0	0		
Total %	0	100	100	0	0	0	0	0	0	

Start Time	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	1	0	0	0	0	0	0	1
Total Volume	0	1	1	0	0	0	0	0	0	1
% App. Total	0	100		0	0		0	0		
PHF	.000	.250	.250	.000	.000	.000	.000	.000	.000	.250

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 04_MRV_Theodore_Eucalyptus PM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- 5 Axle Trucks

Start Time	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	0	1	1	0	3	3	0	0	0	4
04:15 PM	1	0	1	0	0	0	1	0	1	2
04:30 PM	1	2	3	1	0	1	0	0	0	4
04:45 PM	1	1	2	0	0	0	1	0	1	3
Total	3	4	7	1	3	4	2	0	2	13
05:00 PM	0	2	2	0	0	0	0	0	0	2
05:15 PM	0	4	4	0	0	0	0	0	0	4
05:30 PM	0	2	2	0	2	2	0	0	0	4
05:45 PM	0	1	1	0	0	0	0	0	0	1
Total	0	9	9	0	2	2	0	0	0	11
Grand Total	3	13	16	1	5	6	2	0	2	24
Apprch %	18.8	81.2		16.7	83.3		100	0		
Total %	12.5	54.2	66.7	4.2	20.8	25	8.3	0	8.3	

Start Time	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	0	1	1	0	3	3	0	0	0	4
04:15 PM	1	0	1	0	0	0	1	0	1	2
04:30 PM	1	2	3	1	0	1	0	0	0	4
04:45 PM	1	1	2	0	0	0	1	0	1	3
Total Volume	3	4	7	1	3	4	2	0	2	13
% App. Total	42.9	57.1		25	75		100	0		
PHF	.750	.500	.583	.250	.250	.333	.500	.000	.500	.813

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 04_MRV_Theodore_Eucalyptus PM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- 6+ Axle Trucks

Start Time	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

Start Time	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 04_MRV_Theodore_Eucalyptus PM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- Buses & RV's

Start Time	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

Start Time	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 04_MRV_Theodore_Eucalyptus PM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- Motorcycles

Start Time	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	4	4	0	0	0	4
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	4	4	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	4	4	0	0	0	4
Apprch %	0	0		0	100		0	0		
Total %	0	0		0	100	100	0	0		

Start Time	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	4	4	0	0	0	4
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	4	4	0	0	0	4
% App. Total	0	0		0	100		0	0		
PHF	.000	.000	.000	.000	.250	.250	.000	.000	.000	.250

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 04_MRV_Theodore_Eucalyptus PM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- Bicycles

Start Time	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

Start Time	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: Eucalyptus Avenue
 Weather: Clear

File Name : 04_MRV_Theodore_Eucalyptus PM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- Medium Truck

Start Time	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	1	0	1	0	1	1	4	0	4	6
04:15 PM	1	1	2	0	2	2	1	0	1	5
04:30 PM	2	1	3	1	1	2	2	2	4	9
04:45 PM	1	0	1	1	0	1	1	1	2	4
Total	5	2	7	2	4	6	8	3	11	24
05:00 PM	2	1	3	0	1	1	1	0	1	5
05:15 PM	1	0	1	0	0	0	0	0	0	1
05:30 PM	0	1	1	0	1	1	3	1	4	6
05:45 PM	0	0	0	1	3	4	1	0	1	5
Total	3	2	5	1	5	6	5	1	6	17
Grand Total	8	4	12	3	9	12	13	4	17	41
Apprch %	66.7	33.3		25	75		76.5	23.5		
Total %	19.5	9.8	29.3	7.3	22	29.3	31.7	9.8	41.5	

Start Time	Theodore Street Southbound			Theodore Street Northbound			Eucalyptus Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	1	0	1	0	1	1	4	0	4	6
04:15 PM	1	1	2	0	2	2	1	0	1	5
04:30 PM	2	1	3	1	1	2	2	2	4	9
04:45 PM	1	0	1	1	0	1	1	1	2	4
Total Volume	5	2	7	2	4	6	8	3	11	24
% App. Total	71.4	28.6		33.3	66.7		72.7	27.3		
PHF	.625	.500	.583	.500	.500	.750	.500	.375	.688	.667

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 03_MRV_Theodore_60E AM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- Cars & Trailers - Large 2 Axle Vehicles - 3 Axle Vehicles - 4 Axle Trucks - 5 Axle Trucks - 6+ Axle Trucks - Buses & RV's -
 Motorcycles - Bicycles - Medium Truck

Start Time	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	6	0	6	5	3	8	10	7	17	31
07:15 AM	10	0	10	11	4	15	9	11	20	45
07:30 AM	21	1	22	10	0	10	6	13	19	51
07:45 AM	13	2	15	12	3	15	5	15	20	50
Total	50	3	53	38	10	48	30	46	76	177
08:00 AM	14	1	15	10	5	15	5	22	27	57
08:15 AM	15	1	16	6	5	11	5	29	34	61
08:30 AM	14	1	15	8	10	18	6	26	32	65
08:45 AM	9	3	12	12	5	17	9	16	25	54
Total	52	6	58	36	25	61	25	93	118	237
Grand Total	102	9	111	74	35	109	55	139	194	414
Apprch %	91.9	8.1		67.9	32.1		28.4	71.6		
Total %	24.6	2.2	26.8	17.9	8.5	26.3	13.3	33.6	46.9	
Cars & Trailers	56	7	63	38	29	67	23	122	145	275
% Cars & Trailers	54.9	77.8	56.8	51.4	82.9	61.5	41.8	87.8	74.7	66.4
Large 2 Axle Vehicles	1	1	2	0	1	1	4	1	5	8
% Large 2 Axle Vehicles	1	11.1	1.8	0	2.9	0.9	7.3	0.7	2.6	1.9
3 Axle Vehicles	0	0	0	0	0	0	3	1	4	4
% 3 Axle Vehicles	0	0	0	0	0	0	5.5	0.7	2.1	1
4 Axle Trucks	0	0	0	0	0	0	5	3	8	8
% 4 Axle Trucks	0	0	0	0	0	0	9.1	2.2	4.1	1.9
5 Axle Trucks	39	1	40	32	5	37	19	10	29	106
% 5 Axle Trucks	38.2	11.1	36	43.2	14.3	33.9	34.5	7.2	14.9	25.6
6+ Axle Trucks	5	0	5	4	0	4	0	1	1	10
% 6+ Axle Trucks	4.9	0	4.5	5.4	0	3.7	0	0.7	0.5	2.4
Buses & RV's	0	0	0	0	0	0	1	0	1	1
% Buses & RV's	0	0	0	0	0	0	1.8	0	0.5	0.2
Motorcycles	0	0	0	0	0	0	0	1	1	1
% Motorcycles	0	0	0	0	0	0	0	0.7	0.5	0.2
Bicycles	1	0	1	0	0	0	0	0	0	1
% Bicycles	1	0	0.9	0	0	0	0	0	0	0.2
Medium Truck	0	0	0	0	0	0	0	0	0	0
% Medium Truck	0	0	0	0	0	0	0	0	0	0

Start Time	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	14	1	15	10	5	15	5	22	27	57
08:15 AM	15	1	16	6	5	11	5	29	34	61
08:30 AM	14	1	15	8	10	18	6	26	32	65
08:45 AM	9	3	12	12	5	17	9	16	25	54
Total Volume	52	6	58	36	25	61	25	93	118	237
% App. Total	89.7	10.3		59	41		21.2	78.8		
PHF	.867	.500	.906	.750	.625	.847	.694	.802	.868	.912

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 03_MRV_Theodore_60E AM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- Cars & Trailers

Start Time	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	6	0	6	5	3	8	4	5	9	23
07:15 AM	5	0	5	10	3	13	5	7	12	30
07:30 AM	13	0	13	5	0	5	2	12	14	32
07:45 AM	6	2	8	5	2	7	3	13	16	31
Total	30	2	32	25	8	33	14	37	51	116
08:00 AM	10	1	11	2	3	5	1	20	21	37
08:15 AM	8	1	9	2	5	7	2	28	30	46
08:30 AM	6	1	7	3	8	11	4	23	27	45
08:45 AM	2	2	4	6	5	11	2	14	16	31
Total	26	5	31	13	21	34	9	85	94	159
Grand Total	56	7	63	38	29	67	23	122	145	275
Apprch %	88.9	11.1		56.7	43.3		15.9	84.1		
Total %	20.4	2.5	22.9	13.8	10.5	24.4	8.4	44.4	52.7	

Start Time	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
08:00 AM	10	1	11	2	3	5	1	20	21	37
08:15 AM	8	1	9	2	5	7	2	28	30	46
08:30 AM	6	1	7	3	8	11	4	23	27	45
08:45 AM	2	2	4	6	5	11	2	14	16	31
Total Volume	26	5	31	13	21	34	9	85	94	159
% App. Total	83.9	16.1		38.2	61.8		9.6	90.4		
PHF	.650	.625	.705	.542	.656	.773	.563	.759	.783	.864

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 08:00 AM

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Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 03_MRV_Theodore_60E AM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	2	1	3	3
07:45 AM	0	0	0	0	1	1	0	0	0	1
Total	0	0	0	0	1	1	2	1	3	4
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	1	0	1	0	0	0	1	0	1	2
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	1	0	0	0	1	0	1	2
Total	1	1	2	0	0	0	2	0	2	4
Grand Total	1	1	2	0	1	1	4	1	5	8
Apprch %	50	50		0	100		80	20		
Total %	12.5	12.5	25	0	12.5	12.5	50	12.5	62.5	

Start Time	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	1	0	1	0	0	0	1	0	1	2
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	1	0	0	0	1	0	1	2
Total Volume	1	1	2	0	0	0	2	0	2	4
% App. Total	50	50		0	0		100	0		
PHF	.250	.250	.500	.000	.000	.000	.500	.000	.500	.500

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 08:00 AM

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 03_MRV_Theodore_60E AM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	1	0	1	1
08:00 AM	0	0	0	0	0	0	1	1	2	2
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	2	1	3	3
Grand Total	0	0	0	0	0	0	3	1	4	4
Apprch %	0	0		0	0		75	25		
Total %	0	0		0	0		75	25	100	

Start Time	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
08:00 AM	0	0	0	0	0	0	1	1	2	2
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	2	1	3	3
% App. Total	0	0		0	0		66.7	33.3		
PHF	.000	.000	.000	.000	.000	.000	.500	.250	.375	.375

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 08:00 AM

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Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 03_MRV_Theodore_60E AM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- 4 Axle Trucks

Start Time	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	0	0	0	0	0	0	1	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	1	1	2	2
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	1	1	1
08:30 AM	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	0	3	1	4	4
Total	0	0	0	0	0	0	4	2	6	6
Grand Total	0	0	0	0	0	0	5	3	8	8
Apprch %	0	0		0	0		62.5	37.5		
Total %	0	0		0	0		62.5	37.5	100	

Start Time	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	1	1	1
08:30 AM	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	0	3	1	4	4
Total Volume	0	0	0	0	0	0	4	2	6	6
% App. Total	0	0		0	0		66.7	33.3		
PHF	.000	.000	.000	.000	.000	.000	.333	.500	.375	.375

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 08:00 AM

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 03_MRV_Theodore_60E AM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- 5 Axle Trucks

Start Time	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	0	0	0	0	0	0	5	1	6	6
07:15 AM	4	0	4	1	1	2	4	3	7	13
07:30 AM	7	1	8	4	0	4	2	0	2	14
07:45 AM	6	0	6	7	0	7	1	1	2	15
Total	17	1	18	12	1	13	12	5	17	48
08:00 AM	2	0	2	7	2	9	2	1	3	14
08:15 AM	6	0	6	3	0	3	2	0	2	11
08:30 AM	8	0	8	5	2	7	1	3	4	19
08:45 AM	6	0	6	5	0	5	2	1	3	14
Total	22	0	22	20	4	24	7	5	12	58
Grand Total	39	1	40	32	5	37	19	10	29	106
Apprch %	97.5	2.5		86.5	13.5		65.5	34.5		
Total %	36.8	0.9	37.7	30.2	4.7	34.9	17.9	9.4	27.4	

Start Time	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
08:00 AM	2	0	2	7	2	9	2	1	3	14
08:15 AM	6	0	6	3	0	3	2	0	2	11
08:30 AM	8	0	8	5	2	7	1	3	4	19
08:45 AM	6	0	6	5	0	5	2	1	3	14
Total Volume	22	0	22	20	4	24	7	5	12	58
% App. Total	100	0		83.3	16.7		58.3	41.7		
PHF	.688	.000	.688	.714	.500	.667	.875	.417	.750	.763

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 08:00 AM

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 03_MRV_Theodore_60E AM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- 6+ Axle Trucks

Start Time	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	1	1	1
07:15 AM	1	0	1	0	0	0	0	0	0	1
07:30 AM	0	0	0	1	0	1	0	0	0	1
07:45 AM	1	0	1	0	0	0	0	0	0	1
Total	2	0	2	1	0	1	0	1	1	4
08:00 AM	2	0	2	1	0	1	0	0	0	3
08:15 AM	0	0	0	1	0	1	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	1	0	1	1	0	1	0	0	0	2
Total	3	0	3	3	0	3	0	0	0	6
Grand Total	5	0	5	4	0	4	0	1	1	10
Apprch %	100	0		100	0		0	100		
Total %	50	0	50	40	0	40	0	10	10	

Start Time	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
08:00 AM	2	0	2	1	0	1	0	0	0	3
08:15 AM	0	0	0	1	0	1	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	1	0	1	1	0	1	0	0	0	2
Total Volume	3	0	3	3	0	3	0	0	0	6
% App. Total	100	0		100	0		0	0		
PHF	.375	.000	.375	.750	.000	.750	.000	.000	.000	.500

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 08:00 AM

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 03_MRVT_Theodore_60E AM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- Buses & RV's

Start Time	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	0	0	0	0	1	0	1	1
Apprch %	0	0		0	0		100	0		
Total %	0	0		0	0		100	0	100	

Start Time	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
08:00 AM	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	1	0	1	1
% App. Total	0	0		0	0		100	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 08:00 AM

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 03_MRV_Theodore_60E AM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- Motorcycles

Start Time	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	1	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	1	1
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	1	1	1
Apprch %	0	0		0	0		0	100		
Total %	0	0		0	0		0	100	100	

Start Time	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 08:00 AM

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 03_MRV_Theodore_60E AM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- Bicycles

Start Time	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	0	1	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	1	0	1	0	0	0	0	0	0	1
Apprch %	100	0		0	0		0	0		
Total %	100	0	100	0	0	0	0	0	0	

Start Time	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 08:00 AM

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 03_MRV_Theodore_60E AM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- Medium Truck

Start Time	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

Start Time	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 03_MR_V_Theodore_60E PM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- Cars & Trailers - Large 2 Axle Vehicles - 3 Axle Vehicles - 4 Axle Trucks - 5 Axle Trucks - 6+ Axle Trucks - Buses & RV's -
 Motorcycles - Bicycles - Medium Truck

Start Time	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	7	3	10	7	15	22	1	5	6	38
04:15 PM	13	4	17	4	15	19	2	5	7	43
04:30 PM	9	4	13	10	5	15	5	10	15	43
04:45 PM	9	3	12	11	11	22	5	6	11	45
Total	38	14	52	32	46	78	13	26	39	169
05:00 PM	9	3	12	5	5	10	3	7	10	32
05:15 PM	7	5	12	3	9	12	1	8	9	33
05:30 PM	6	3	9	8	16	24	1	11	12	45
05:45 PM	9	0	9	7	8	15	2	6	8	32
Total	31	11	42	23	38	61	7	32	39	142
Grand Total	69	25	94	55	84	139	20	58	78	311
Apprch %	73.4	26.6		39.6	60.4		25.6	74.4		
Total %	22.2	8	30.2	17.7	27	44.7	6.4	18.6	25.1	
Cars & Trailers	66	23	89	46	75	121	11	41	52	262
% Cars & Trailers	95.7	92	94.7	83.6	89.3	87.1	55	70.7	66.7	84.2
Large 2 Axle Vehicles	0	1	1	0	1	1	6	1	7	9
% Large 2 Axle Vehicles	0	4	1.1	0	1.2	0.7	30	1.7	9	2.9
3 Axle Vehicles	0	0	0	0	3	3	0	1	1	4
% 3 Axle Vehicles	0	0	0	0	3.6	2.2	0	1.7	1.3	1.3
4 Axle Trucks	0	0	0	0	1	1	1	3	4	5
% 4 Axle Trucks	0	0	0	0	1.2	0.7	5	5.2	5.1	1.6
5 Axle Trucks	3	0	3	4	4	8	1	12	13	24
% 5 Axle Trucks	4.3	0	3.2	7.3	4.8	5.8	5	20.7	16.7	7.7
6+ Axle Trucks	0	1	1	0	0	0	1	0	1	2
% 6+ Axle Trucks	0	4	1.1	0	0	0	5	0	1.3	0.6
Buses & RV's	0	0	0	0	0	0	0	0	0	0
% Buses & RV's	0	0	0	0	0	0	0	0	0	0
Motorcycles	0	0	0	5	0	5	0	0	0	5
% Motorcycles	0	0	0	9.1	0	3.6	0	0	0	1.6
Bicycles	0	0	0	0	0	0	0	0	0	0
% Bicycles	0	0	0	0	0	0	0	0	0	0
Medium Truck	0	0	0	0	0	0	0	0	0	0
% Medium Truck	0	0	0	0	0	0	0	0	0	0

Start Time	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	7	3	10	7	15	22	1	5	6	38
04:15 PM	13	4	17	4	15	19	2	5	7	43
04:30 PM	9	4	13	10	5	15	5	10	15	43
04:45 PM	9	3	12	11	11	22	5	6	11	45
Total Volume	38	14	52	32	46	78	13	26	39	169
% App. Total	73.1	26.9		41	59		33.3	66.7		
PHF	.731	.875	.765	.727	.767	.886	.650	.650	.650	.939

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 03_MRV_Theodore_60E PM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- Cars & Trailers

Start Time	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	7	3	10	5	12	17	0	5	5	32
04:15 PM	12	4	16	4	10	14	0	3	3	33
04:30 PM	8	3	11	6	5	11	4	7	11	33
04:45 PM	8	3	11	10	11	21	4	4	8	40
Total	35	13	48	25	38	63	8	19	27	138
05:00 PM	9	3	12	5	5	10	1	5	6	28
05:15 PM	7	4	11	3	8	11	1	3	4	26
05:30 PM	6	3	9	6	16	22	0	9	9	40
05:45 PM	9	0	9	7	8	15	1	5	6	30
Total	31	10	41	21	37	58	3	22	25	124
Grand Total	66	23	89	46	75	121	11	41	52	262
Apprch %	74.2	25.8		38	62		21.2	78.8		
Total %	25.2	8.8	34	17.6	28.6	46.2	4.2	15.6	19.8	

Start Time	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	7	3	10	5	12	17	0	5	5	32
04:15 PM	12	4	16	4	10	14	0	3	3	33
04:30 PM	8	3	11	6	5	11	4	7	11	33
04:45 PM	8	3	11	10	11	21	4	4	8	40
Total Volume	35	13	48	25	38	63	8	19	27	138
% App. Total	72.9	27.1		39.7	60.3		29.6	70.4		
PHF	.729	.813	.750	.625	.792	.750	.500	.679	.614	.863

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 03_MRV_Theodore_60E PM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	1	1	2	0	2	3
04:30 PM	0	0	0	0	0	0	1	1	2	2
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	3	1	4	5
05:00 PM	0	0	0	0	0	0	2	0	2	2
05:15 PM	0	1	1	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	3	0	3	4
Grand Total	0	1	1	0	1	1	6	1	7	9
Apprch %	0	100		0	100		85.7	14.3		
Total %	0	11.1	11.1	0	11.1	11.1	66.7	11.1	77.8	

Start Time	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	1	1	2	0	2	3
04:30 PM	0	0	0	0	0	0	1	1	2	2
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	1	3	1	4	5
% App. Total	0	0		0	100		75	25		
PHF	.000	.000	.000	.000	.250	.250	.375	.250	.500	.417

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 03_MRV_Theodore_60E PM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	0	0	0	0	1	1	0	0	0	1
04:15 PM	0	0	0	0	2	2	0	1	1	3
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	3	3	0	1	1	4
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	3	3	0	1	1	4
Apprch %	0	0		0	100		0	100		
Total %	0	0		0	75	75	0	25	25	

Start Time	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	0	0	0	0	1	1	0	0	0	1
04:15 PM	0	0	0	0	2	2	0	1	1	3
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	3	3	0	1	1	4
% App. Total	0	0		0	100		0	100		
PHF	.000	.000	.000	.000	.375	.375	.000	.250	.250	.333

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 03_MRV_Theodore_60E PM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- 4 Axle Trucks

Start Time	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	1	2	2
05:00 PM	0	0	0	0	0	0	0	1	1	1
05:15 PM	0	0	0	0	1	1	0	1	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	2	2	3
Grand Total	0	0	0	0	1	1	1	3	4	5
Apprch %	0	0		0	100		25	75		
Total %	0	0		0	20	20	20	60	80	

Start Time	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	1	1	2	2
% App. Total	0	0		0	0		50	50		
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.500	.500

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 03_MRV_Theodore_60E PM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- 5 Axle Trucks

Start Time	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	0	0	0	1	2	3	0	0	0	3
04:15 PM	1	0	1	0	2	2	0	1	1	4
04:30 PM	1	0	1	0	0	0	0	1	1	2
04:45 PM	1	0	1	1	0	1	1	2	3	5
Total	3	0	3	2	4	6	1	4	5	14
05:00 PM	0	0	0	0	0	0	0	1	1	1
05:15 PM	0	0	0	0	0	0	0	4	4	4
05:30 PM	0	0	0	2	0	2	0	2	2	4
05:45 PM	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	2	0	2	0	8	8	10
Grand Total	3	0	3	4	4	8	1	12	13	24
Apprch %	100	0		50	50		7.7	92.3		
Total %	12.5	0	12.5	16.7	16.7	33.3	4.2	50	54.2	

Start Time	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	0	0	0	1	2	3	0	0	0	3
04:15 PM	1	0	1	0	2	2	0	1	1	4
04:30 PM	1	0	1	0	0	0	0	1	1	2
04:45 PM	1	0	1	1	0	1	1	2	3	5
Total Volume	3	0	3	2	4	6	1	4	5	14
% App. Total	100	0		33.3	66.7		20	80		
PHF	.750	.000	.750	.500	.500	.500	.250	.500	.417	.700

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 03_MRV_Theodore_60E PM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- 6+ Axle Trucks

Start Time	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	1	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	1	0	1	1
Grand Total	0	1	1	0	0	0	1	0	1	2
Apprch %	0	100		0	0		100	0		
Total %	0	50	50	0	0	0	50	0	50	

Start Time	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	1	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	0	0	0	1
% App. Total	0	100		0	0		0	0		
PHF	.000	.250	.250	.000	.000	.000	.000	.000	.000	.250

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 03_MR_V_Theodore_60E PM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- Buses & RV's

Start Time	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

Start Time	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 03_MRV_Theodore_60E PM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- Motorcycles

Start Time	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	0	0	0	1	0	1	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	4	0	4	0	0	0	4
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	5	0	5	0	0	0	5
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	5	0	5	0	0	0	5
Apprch %	0	0		100	0		0	0		
Total %	0	0		100	0	100	0	0		

Start Time	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	0	0	0	1	0	1	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	4	0	4	0	0	0	4
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	5	0	5	0	0	0	5
% App. Total	0	0		100	0		0	0		
PHF	.000	.000	.000	.313	.000	.313	.000	.000	.000	.313

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 03_MRV_Theodore_60E PM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- Bicycles

Start Time	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

Start Time	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: SR-60 Eastbound Ramps
 Weather: Clear

File Name : 03_MRV_Theodore_60E PM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- Medium Truck

Start Time	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

Start Time	Theodore Street Southbound			Theodore Street Northbound			SR-60 Eastbound Ramps Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: SR-60 Westbound Ramps
 Weather: Clear

File Name : 02_MRV_Theodore_60W AM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- Cars & Trailers - Large 2 Axle Vehicles - 3 Axle Vehicles - 4 Axle Trucks - 5 Axle Trucks - 6+ Axle Trucks - Buses & RV's -
 Motorcycles - Bicycles - Medium Truck

Start Time	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	2	5	7	2	7	9	12	3	15	31
07:15 AM	4	1	5	16	3	19	10	2	12	36
07:30 AM	7	6	13	9	5	14	4	1	5	32
07:45 AM	4	3	7	15	9	24	7	1	8	39
Total	17	15	32	42	24	66	33	7	40	138
08:00 AM	6	5	11	7	7	14	9	3	12	37
08:15 AM	6	6	12	11	1	12	7	3	10	34
08:30 AM	6	3	9	11	0	11	11	7	18	38
08:45 AM	4	4	8	12	3	15	8	2	10	33
Total	22	18	40	41	11	52	35	15	50	142
Grand Total	39	33	72	83	35	118	68	22	90	280
Apprch %	54.2	45.8		70.3	29.7		75.6	24.4		
Total %	13.9	11.8	25.7	29.6	12.5	42.1	24.3	7.9	32.1	
Cars & Trailers	15	30	45	36	29	65	37	16	53	163
% Cars & Trailers	38.5	90.9	62.5	43.4	82.9	55.1	54.4	72.7	58.9	58.2
Large 2 Axle Vehicles	3	1	4	1	3	4	4	1	5	13
% Large 2 Axle Vehicles	7.7	3	5.6	1.2	8.6	3.4	5.9	4.5	5.6	4.6
3 Axle Vehicles	3	0	3	0	0	0	3	1	4	7
% 3 Axle Vehicles	7.7	0	4.2	0	0	0	4.4	4.5	4.4	2.5
4 Axle Trucks	3	1	4	0	0	0	5	0	5	9
% 4 Axle Trucks	7.7	3	5.6	0	0	0	7.4	0	5.6	3.2
5 Axle Trucks	15	1	16	39	1	40	18	4	22	78
% 5 Axle Trucks	38.5	3	22.2	47	2.9	33.9	26.5	18.2	24.4	27.9
6+ Axle Trucks	0	0	0	7	0	7	1	0	1	8
% 6+ Axle Trucks	0	0	0	8.4	0	5.9	1.5	0	1.1	2.9
Buses & RV's	0	0	0	0	0	0	0	0	0	0
% Buses & RV's	0	0	0	0	0	0	0	0	0	0
Motorcycles	0	0	0	0	2	2	0	0	0	2
% Motorcycles	0	0	0	0	5.7	1.7	0	0	0	0.7
Bicycles	0	0	0	0	0	0	0	0	0	0
% Bicycles	0	0	0	0	0	0	0	0	0	0
Medium Truck	0	0	0	0	0	0	0	0	0	0
% Medium Truck	0	0	0	0	0	0	0	0	0	0

Start Time	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	4	3	7	15	9	24	7	1	8	39
08:00 AM	6	5	11	7	7	14	9	3	12	37
08:15 AM	6	6	12	11	1	12	7	3	10	34
08:30 AM	6	3	9	11	0	11	11	7	18	38
Total Volume	22	17	39	44	17	61	34	14	48	148
% App. Total	56.4	43.6		72.1	27.9		70.8	29.2		
PHF	.917	.708	.813	.733	.472	.635	.773	.500	.667	.949

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: SR-60 Westbound Ramps
 Weather: Clear

File Name : 02_MRV_Theodore_60W AM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- Cars & Trailers

Start Time	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	1	5	6	2	6	8	5	3	8	22
07:15 AM	3	1	4	9	3	12	7	0	7	23
07:30 AM	0	5	5	4	5	9	1	1	2	16
07:45 AM	0	3	3	6	6	12	4	1	5	20
Total	4	14	18	21	20	41	17	5	22	81
08:00 AM	3	5	8	3	6	9	4	1	5	22
08:15 AM	3	5	8	4	1	5	6	2	8	21
08:30 AM	2	3	5	4	0	4	7	6	13	22
08:45 AM	3	3	6	4	2	6	3	2	5	17
Total	11	16	27	15	9	24	20	11	31	82
Grand Total	15	30	45	36	29	65	37	16	53	163
Apprch %	33.3	66.7		55.4	44.6		69.8	30.2		
Total %	9.2	18.4	27.6	22.1	17.8	39.9	22.7	9.8	32.5	

Start Time	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:45 AM	0	3	3	6	6	12	4	1	5	20
08:00 AM	3	5	8	3	6	9	4	1	5	22
08:15 AM	3	5	8	4	1	5	6	2	8	21
08:30 AM	2	3	5	4	0	4	7	6	13	22
Total Volume	8	16	24	17	13	30	21	10	31	85
% App. Total	33.3	66.7		56.7	43.3		67.7	32.3		
PHF	.667	.800	.750	.708	.542	.625	.750	.417	.596	.966

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:45 AM

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: SR-60 Westbound Ramps
 Weather: Clear

File Name : 02_MRV_Theodore_60W AM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	1	1	1
07:30 AM	0	0	0	0	0	0	1	0	1	1
07:45 AM	1	0	1	0	1	1	1	0	1	3
Total	1	0	1	0	1	1	2	1	3	5
08:00 AM	1	0	1	0	1	1	0	0	0	2
08:15 AM	1	1	2	0	0	0	1	0	1	3
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	1	1	2	1	0	1	3
Total	2	1	3	1	2	3	2	0	2	8
Grand Total	3	1	4	1	3	4	4	1	5	13
Apprch %	75	25		25	75		80	20		
Total %	23.1	7.7	30.8	7.7	23.1	30.8	30.8	7.7	38.5	

Start Time	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:45 AM	1	0	1	0	1	1	1	0	1	3
08:00 AM	1	0	1	0	1	1	0	0	0	2
08:15 AM	1	1	2	0	0	0	1	0	1	3
08:30 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	3	1	4	0	2	2	2	0	2	8
% App. Total	75	25		0	100		100	0		
PHF	.750	.250	.500	.000	.500	.500	.500	.000	.500	.667

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:45 AM

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: SR-60 Westbound Ramps
 Weather: Clear

File Name : 02_MRV_Theodore_60W AM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	1	0	1	1
08:00 AM	1	0	1	0	0	0	1	0	1	2
08:15 AM	1	0	1	0	0	0	0	0	0	1
08:30 AM	1	0	1	0	0	0	0	1	1	2
08:45 AM	0	0	0	0	0	0	1	0	1	1
Total	3	0	3	0	0	0	2	1	3	6
Grand Total	3	0	3	0	0	0	3	1	4	7
Apprch %	100	0		0	0		75	25		
Total %	42.9	0	42.9	0	0	0	42.9	14.3	57.1	

Start Time	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:45 AM	0	0	0	0	0	0	1	0	1	1
08:00 AM	1	0	1	0	0	0	1	0	1	2
08:15 AM	1	0	1	0	0	0	0	0	0	1
08:30 AM	1	0	1	0	0	0	0	1	1	2
Total Volume	3	0	3	0	0	0	2	1	3	6
% App. Total	100	0		0	0		66.7	33.3		
PHF	.750	.000	.750	.000	.000	.000	.500	.250	.750	.750

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:45 AM

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: SR-60 Westbound Ramps
 Weather: Clear

File Name : 02_MRV_Theodore_60W AM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- 4 Axle Trucks

Start Time	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	1	0	1	0	0	0	1	0	1	2
07:15 AM	1	0	1	0	0	0	0	0	0	1
07:30 AM	1	0	1	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	3	0	3	0	0	0	1	0	1	4
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	2	0	2	2
08:45 AM	0	1	1	0	0	0	2	0	2	3
Total	0	1	1	0	0	0	4	0	4	5
Grand Total	3	1	4	0	0	0	5	0	5	9
Apprch %	75	25		0	0		100	0		
Total %	33.3	11.1	44.4	0	0	0	55.6	0	55.6	

Start Time	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	2	0	2	2
Total Volume	0	0	0	0	0	0	2	0	2	2
% App. Total	0	0		0	0		100	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:45 AM

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Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: SR-60 Westbound Ramps
 Weather: Clear

File Name : 02_MRV_Theodore_60W AM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- 5 Axle Trucks

Start Time	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	0	0	0	1	1	5	0	5	6
07:15 AM	0	0	0	6	0	6	3	1	4	10
07:30 AM	6	1	7	5	0	5	2	0	2	14
07:45 AM	3	0	3	7	0	7	1	0	1	11
Total	9	1	10	18	1	19	11	1	12	41
08:00 AM	1	0	1	3	0	3	4	2	6	10
08:15 AM	1	0	1	7	0	7	0	1	1	9
08:30 AM	3	0	3	5	0	5	2	0	2	10
08:45 AM	1	0	1	6	0	6	1	0	1	8
Total	6	0	6	21	0	21	7	3	10	37
Grand Total	15	1	16	39	1	40	18	4	22	78
Apprch %	93.8	6.2		97.5	2.5		81.8	18.2		
Total %	19.2	1.3	20.5	50	1.3	51.3	23.1	5.1	28.2	

Start Time	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:45 AM	3	0	3	7	0	7	1	0	1	11
08:00 AM	1	0	1	3	0	3	4	2	6	10
08:15 AM	1	0	1	7	0	7	0	1	1	9
08:30 AM	3	0	3	5	0	5	2	0	2	10
Total Volume	8	0	8	22	0	22	7	3	10	40
% App. Total	100	0		100	0		70	30		
PHF	.667	.000	.667	.786	.000	.786	.438	.375	.417	.909

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:45 AM

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Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: SR-60 Westbound Ramps
 Weather: Clear

File Name : 02_MRV_Theodore_60W AM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- 6+ Axle Trucks

Start Time	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	1	0	1	1
07:15 AM	0	0	0	1	0	1	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	2	0	2	0	0	0	2
Total	0	0	0	3	0	3	1	0	1	4
08:00 AM	0	0	0	1	0	1	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	2	0	2	0	0	0	2
08:45 AM	0	0	0	1	0	1	0	0	0	1
Total	0	0	0	4	0	4	0	0	0	4
Grand Total	0	0	0	7	0	7	1	0	1	8
Apprch %	0	0		100	0		100	0		
Total %	0	0		87.5	0	87.5	12.5	0	12.5	

Start Time	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:45 AM	0	0	0	2	0	2	0	0	0	2
08:00 AM	0	0	0	1	0	1	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	2	0	2	0	0	0	2
Total Volume	0	0	0	5	0	5	0	0	0	5
% App. Total	0	0		100	0		0	0		
PHF	.000	.000	.000	.625	.000	.625	.000	.000	.000	.625

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:45 AM

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: SR-60 Westbound Ramps
 Weather: Clear

File Name : 02_MRV_Theodore_60W AM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- Buses & RV's

Start Time	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

Start Time	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: SR-60 Westbound Ramps
 Weather: Clear

File Name : 02_MRV_Theodore_60W AM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- Motorcycles

Start Time	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	2	2	0	0	0	2
Total	0	0	0	0	2	2	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	2	2	0	0	0	2
Apprch %	0	0		0	100		0	0		
Total %	0	0		0	100	100	0	0		

Start Time	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	0	0	0	2	2	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	2	2	0	0	0	2
% App. Total	0	0		0	100		0	0		
PHF	.000	.000	.000	.000	.250	.250	.000	.000	.000	.250

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Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: SR-60 Westbound Ramps
 Weather: Clear

File Name : 02_MRV_Theodore_60W AM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- Bicycles

Start Time	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

Start Time	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: SR-60 Westbound Ramps
 Weather: Clear

File Name : 02_MRV_Theodore_60W AM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- Medium Truck

Start Time	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

Start Time	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: SR-60 Westbound Ramps
 Weather: Clear

File Name : 02_MRV_Theodore_60W PM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- Cars & Trailers - Large 2 Axle Vehicles - 3 Axle Vehicles - 4 Axle Trucks - 5 Axle Trucks - 6+ Axle Trucks - Buses & RV's - Motorcycles - Bicycles - Medium Truck

Start Time	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	11	7	18	3	1	4	5	13	18	40
04:15 PM	9	6	15	10	4	14	4	9	13	42
04:30 PM	10	11	21	4	3	7	7	10	17	45
04:45 PM	5	5	10	6	2	8	4	6	10	28
Total	35	29	64	23	10	33	20	38	58	155
05:00 PM	1	7	8	6	3	9	2	10	12	29
05:15 PM	3	8	11	3	4	7	1	4	5	23
05:30 PM	2	3	5	5	0	5	8	13	21	31
05:45 PM	2	3	5	4	4	8	1	6	7	20
Total	8	21	29	18	11	29	12	33	45	103
Grand Total	43	50	93	41	21	62	32	71	103	258
Apprch %	46.2	53.8		66.1	33.9		31.1	68.9		
Total %	16.7	19.4	36	15.9	8.1	24	12.4	27.5	39.9	
Cars & Trailers	32	49	81	37	20	57	27	59	86	224
% Cars & Trailers	74.4	98	87.1	90.2	95.2	91.9	84.4	83.1	83.5	86.8
Large 2 Axle Vehicles	3	0	3	0	1	1	2	6	8	12
% Large 2 Axle Vehicles	7	0	3.2	0	4.8	1.6	6.2	8.5	7.8	4.7
3 Axle Vehicles	1	0	1	1	0	1	0	4	4	6
% 3 Axle Vehicles	2.3	0	1.1	2.4	0	1.6	0	5.6	3.9	2.3
4 Axle Trucks	4	0	4	0	0	0	0	0	0	4
% 4 Axle Trucks	9.3	0	4.3	0	0	0	0	0	0	1.6
5 Axle Trucks	3	0	3	3	0	3	2	2	4	10
% 5 Axle Trucks	7	0	3.2	7.3	0	4.8	6.2	2.8	3.9	3.9
6+ Axle Trucks	0	1	1	0	0	0	1	0	1	2
% 6+ Axle Trucks	0	2	1.1	0	0	0	3.1	0	1	0.8
Buses & RV's	0	0	0	0	0	0	0	0	0	0
% Buses & RV's	0	0	0	0	0	0	0	0	0	0
Motorcycles	0	0	0	0	0	0	0	0	0	0
% Motorcycles	0	0	0	0	0	0	0	0	0	0
Bicycles	0	0	0	0	0	0	0	0	0	0
% Bicycles	0	0	0	0	0	0	0	0	0	0
Medium Truck	0	0	0	0	0	0	0	0	0	0
% Medium Truck	0	0	0	0	0	0	0	0	0	0

Start Time	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	11	7	18	3	1	4	5	13	18	40
04:15 PM	9	6	15	10	4	14	4	9	13	42
04:30 PM	10	11	21	4	3	7	7	10	17	45
04:45 PM	5	5	10	6	2	8	4	6	10	28
Total Volume	35	29	64	23	10	33	20	38	58	155
% App. Total	54.7	45.3		69.7	30.3		34.5	65.5		
PHF	.795	.659	.762	.575	.625	.589	.714	.731	.806	.861

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: SR-60 Westbound Ramps
 Weather: Clear

File Name : 02_MRV_Theodore_60W PM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- Cars & Trailers

Start Time	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	7	7	14	2	1	3	4	9	13	30
04:15 PM	4	6	10	10	3	13	4	5	9	32
04:30 PM	9	10	19	3	3	6	7	9	16	41
04:45 PM	5	5	10	5	2	7	3	5	8	25
Total	25	28	53	20	9	29	18	28	46	128
05:00 PM	1	7	8	5	3	8	2	8	10	26
05:15 PM	3	8	11	3	4	7	1	4	5	23
05:30 PM	2	3	5	5	0	5	5	13	18	28
05:45 PM	1	3	4	4	4	8	1	6	7	19
Total	7	21	28	17	11	28	9	31	40	96
Grand Total	32	49	81	37	20	57	27	59	86	224
Apprch %	39.5	60.5		64.9	35.1		31.4	68.6		
Total %	14.3	21.9	36.2	16.5	8.9	25.4	12.1	26.3	38.4	

Start Time	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	7	7	14	2	1	3	4	9	13	30
04:15 PM	4	6	10	10	3	13	4	5	9	32
04:30 PM	9	10	19	3	3	6	7	9	16	41
04:45 PM	5	5	10	5	2	7	3	5	8	25
Total Volume	25	28	53	20	9	29	18	28	46	128
% App. Total	47.2	52.8		69	31		39.1	60.9		
PHF	.694	.700	.697	.500	.750	.558	.643	.778	.719	.780

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: SR-60 Westbound Ramps
 Weather: Clear

File Name : 02_MRV_Theodore_60W PM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	2	0	2	0	0	0	0	1	1	3
04:15 PM	0	0	0	0	1	1	0	2	2	3
04:30 PM	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	0	0	0	0	0	0	1	1	1
Total	2	0	2	0	1	1	0	5	5	8
05:00 PM	0	0	0	0	0	0	0	1	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	2	0	2	2
05:45 PM	1	0	1	0	0	0	0	0	0	1
Total	1	0	1	0	0	0	2	1	3	4
Grand Total	3	0	3	0	1	1	2	6	8	12
Apprch %	100	0		0	100		25	75		
Total %	25	0	25	0	8.3	8.3	16.7	50	66.7	

Start Time	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	2	0	2	0	0	0	0	1	1	3
04:15 PM	0	0	0	0	1	1	0	2	2	3
04:30 PM	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	0	0	0	0	0	0	1	1	1
Total Volume	2	0	2	0	1	1	0	5	5	8
% App. Total	100	0		0	100		0	100		
PHF	.250	.000	.250	.000	.250	.250	.000	.625	.625	.667

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: SR-60 Westbound Ramps
 Weather: Clear

File Name : 02_MRV_Theodore_60W PM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	2	2	2
04:15 PM	0	0	0	0	0	0	0	1	1	1
04:30 PM	1	0	1	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	0	0	0	3	3	4
05:00 PM	0	0	0	1	0	1	0	1	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	1	0	1	1	2
Grand Total	1	0	1	1	0	1	0	4	4	6
Apprch %	100	0		100	0		0	100		
Total %	16.7	0	16.7	16.7	0	16.7	0	66.7	66.7	

Start Time	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	2	2	2
04:15 PM	0	0	0	0	0	0	0	1	1	1
04:30 PM	1	0	1	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	0	0	0	3	3	4
% App. Total	100	0		0	0		0	100		
PHF	.250	.000	.250	.000	.000	.000	.000	.375	.375	.500

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

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Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: SR-60 Westbound Ramps
 Weather: Clear

File Name : 02_MRV_Theodore_60W PM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- 4 Axle Trucks

Start Time	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	2	0	2	0	0	0	0	0	0	2
04:15 PM	2	0	2	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	4	0	4	0	0	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	4	0	4	0	0	0	0	0	0	4
Apprch %	100	0		0	0		0	0		
Total %	100	0	100	0	0	0	0	0	0	

Start Time	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	2	0	2	0	0	0	0	0	0	2
04:15 PM	2	0	2	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	4	0	4	0	0	0	0	0	0	4
% App. Total	100	0		0	0		0	0		
PHF	.500	.000	.500	.000	.000	.000	.000	.000	.000	.500

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: SR-60 Westbound Ramps
 Weather: Clear

File Name : 02_MRV_Theodore_60W PM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- 5 Axle Trucks

Start Time	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	1	0	1	1	1	2	3
04:15 PM	3	0	3	0	0	0	0	1	1	4
04:30 PM	0	0	0	1	0	1	0	0	0	1
04:45 PM	0	0	0	1	0	1	1	0	1	2
Total	3	0	3	3	0	3	2	2	4	10
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	3	0	3	3	0	3	2	2	4	10
Apprch %	100	0		100	0		50	50		
Total %	30	0	30	30	0	30	20	20	40	

Start Time	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	1	0	1	1	1	2	3
04:15 PM	3	0	3	0	0	0	0	1	1	4
04:30 PM	0	0	0	1	0	1	0	0	0	1
04:45 PM	0	0	0	1	0	1	1	0	1	2
Total Volume	3	0	3	3	0	3	2	2	4	10
% App. Total	100	0		100	0		50	50		
PHF	.250	.000	.250	.750	.000	.750	.500	.500	.500	.625

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

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Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: SR-60 Westbound Ramps
 Weather: Clear

File Name : 02_MRV_Theodore_60W PM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- 6+ Axle Trucks

Start Time	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	1	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	1	1
Grand Total	0	1	1	0	0	0	1	0	1	2
Apprch %	0	100		0	0		100	0		
Total %	0	50	50	0	0	0	50	0	50	

Start Time	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	1	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	0	0	0	1
% App. Total	0	100		0	0		0	0		
PHF	.000	.250	.250	.000	.000	.000	.000	.000	.000	.250

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

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Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: SR-60 Westbound Ramps
 Weather: Clear

File Name : 02_MRV_Theodore_60W PM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- Buses & RV's

Start Time	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

Start Time	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: SR-60 Westbound Ramps
 Weather: Clear

File Name : 02_MRV_Theodore_60W PM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- Motorcycles

Start Time	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

Start Time	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: SR-60 Westbound Ramps
 Weather: Clear

File Name : 02_MRV_Theodore_60W PM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- Bicycles

Start Time	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

Start Time	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

Counts Unlimited
 PO Box 1178
 Corona, CA 92878
 (951) 268-6268

City of Moreno Valley
 N/S: Theodore Street
 E/W: SR-60 Westbound Ramps
 Weather: Clear

File Name : 02_MRV_Theodore_60W PM
 Site Code : 09817323
 Start Date : 5/31/2017
 Page No : 1

Groups Printed- Medium Truck

Start Time	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

Start Time	Theodore Street Southbound			SR-60 Westbound Ramps Westbound			Theodore Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

INTERSECTION #5 AM

Start Date: 1/30/2018
 Comment 1: City of Moreno Valley
 Comment 2: N/S: Redlands Boulevard
 Comment 3: E/W: Eucalyptus Avenue
 Comment 4: Weather: Clear

Cars	Redlands Boulevard Southbound				Eucalyptus Avenue Westbound				Redlands Boulevard Northbound				Eucalyptus Avenue Eastbound				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00 AM	0	59	6	0	1	0	2	0	9	132	0	0	0	0	0	0	0
07:15 AM	0	66	6	0	0	0	4	0	3	140	0	0	3	0	2	0	0
07:30 AM	0	91	8	0	1	0	1	0	2	100	0	0	0	0	0	0	0
07:45 AM	0	92	7	0	1	0	2	0	5	101	0	0	2	0	0	0	0
08:00 AM	1	80	6	0	0	0	2	0	4	83	0	0	6	0	1	0	0
08:15 AM	3	64	1	0	0	1	1	0	1	94	3	0	4	0	2	0	0
08:30 AM	1	61	2	0	1	0	20	0	2	78	0	0	2	0	4	0	0
08:45 AM	0	38	3	0	1	0	31	0	0	59	0	0	6	0	0	0	0

2-Axle Trucks	Redlands Boulevard Southbound				Eucalyptus Avenue Westbound				Redlands Boulevard Northbound				Eucalyptus Avenue Eastbound				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00 AM	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
07:15 AM	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0
07:45 AM	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
08:00 AM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:30 AM	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0

3-Axle Trucks	Redlands Boulevard Southbound				Eucalyptus Avenue Westbound				Redlands Boulevard Northbound				Eucalyptus Avenue Eastbound				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00 AM	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
08:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0

4+ Axle Trucks	Redlands Boulevard Southbound				Eucalyptus Avenue Westbound				Redlands Boulevard Northbound				Eucalyptus Avenue Eastbound				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
07:15 AM	0	0	2	0	0	0	1	0	0	0	0	0	2	0	0	0	0
07:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0
07:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0
08:00 AM	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0
08:15 AM	0	0	1	0	0	0	3	0	0	2	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

INTERSECTION #5 PM

Start Date: 1/30/2018
 Comment 1: City of Moreno Valley
 Comment 2: N/S: Redlands Boulevard
 Comment 3: E/W: Eucalyptus Avenue
 Comment 4: Weather: Clear

Cars	Redlands Boulevard Southbound				Eucalyptus Avenue Westbound				Redlands Boulevard Northbound				Eucalyptus Avenue Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	114	0	0	0	0	4	0	0	84	0	0	6	0	3	0
04:15 PM	1	99	4	0	0	0	1	0	0	92	0	0	13	0	5	0
04:30 PM	0	125	0	0	0	0	11	0	0	83	0	0	3	1	1	0
04:45 PM	1	134	1	0	0	0	4	0	0	96	1	0	8	0	2	0
05:00 PM	0	118	0	0	2	0	9	0	0	94	0	0	2	0	5	0
05:15 PM	0	119	3	0	0	0	4	0	0	103	0	0	7	0	0	0
05:30 PM	0	136	2	0	0	0	10	0	0	91	0	0	5	0	0	0
05:45 PM	0	116	0	0	0	0	9	0	1	72	0	0	3	0	1	0

2-Axle Trucks	Redlands Boulevard Southbound				Eucalyptus Avenue Westbound				Redlands Boulevard Northbound				Eucalyptus Avenue Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0
04:15 PM	0	3	0	0	0	0	0	0	0	2	0	0	0	0	0	0
04:30 PM	0	2	0	0	0	0	1	0	0	2	0	0	0	0	0	0
04:45 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0
05:45 PM	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0

3-Axle Trucks	Redlands Boulevard Southbound				Eucalyptus Avenue Westbound				Redlands Boulevard Northbound				Eucalyptus Avenue Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0
04:30 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

4+ Axle Trucks	Redlands Boulevard Southbound				Eucalyptus Avenue Westbound				Redlands Boulevard Northbound				Eucalyptus Avenue Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	1	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0
04:30 PM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
05:00 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0

INTERSECTION #6 AM

Start Date: 1/30/2018
 Comment 1: City of Moreno Valley
 Comment 2: N/S: Redlands Boulevard
 Comment 3: E/W: SR-60 Eastbound Ramps
 Comment 4: Weather: Clear

Cars	Redlands Boulevard Southbound				Dead End Westbound				Redlands Boulevard Northbound				SR-60 Eastbound Ramps Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	48	4	0	0	0	0	0	10	140	0	0	50	0	11	0
07:15 AM	0	63	10	0	0	0	0	0	16	105	0	0	39	0	10	0
07:30 AM	0	79	4	0	0	0	0	0	14	95	0	0	35	0	25	0
07:45 AM	0	85	7	0	0	0	0	0	17	82	0	0	49	0	17	0
08:00 AM	0	70	7	0	0	0	0	0	15	77	0	0	64	0	16	0
08:15 AM	0	46	0	0	0	0	0	0	10	83	0	0	72	0	21	0
08:30 AM	0	42	8	0	0	0	0	0	9	106	0	0	61	0	12	0
08:45 AM	0	28	4	0	0	0	0	0	10	78	0	0	72	0	16	0

2-Axle Trucks	Redlands Boulevard Southbound				Dead End Westbound				Redlands Boulevard Northbound				SR-60 Eastbound Ramps Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
07:15 AM	0	2	0	0	0	0	0	0	0	2	0	0	2	0	0	0
07:30 AM	0	0	1	0	0	0	0	0	0	3	0	0	2	0	2	0
07:45 AM	0	2	0	0	0	0	0	0	0	5	0	0	4	0	0	0
08:00 AM	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	3	0	0	2	0	1	0
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0

3-Axle Trucks	Redlands Boulevard Southbound				Dead End Westbound				Redlands Boulevard Northbound				SR-60 Eastbound Ramps Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
07:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0

4+ Axle Trucks	Redlands Boulevard Southbound				Dead End Westbound				Redlands Boulevard Northbound				SR-60 Eastbound Ramps Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	1	0	2	0
07:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	3	0	1	0
07:45 AM	0	0	1	0	0	0	0	0	0	1	0	0	2	0	0	0
08:00 AM	0	0	1	0	0	0	0	0	1	2	0	0	2	0	2	0
08:15 AM	0	0	0	0	0	0	0	0	1	2	0	0	1	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

INTERSECTION #6 PM

Start Date: 1/30/2018
 Comment 1: City of Moreno Valley
 Comment 2: N/S: Redlands Boulevard
 Comment 3: E/W: SR-60 Eastbound Ramps
 Comment 4: Weather: Clear

Cars	Redlands Boulevard Southbound				Dead End Westbound				Redlands Boulevard Northbound				SR-60 Eastbound Ramps Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	85	8	0	0	0	0	0	10	84	0	0	95	0	26	0
04:15 PM	0	75	12	0	0	0	0	0	14	92	0	0	98	0	35	0
04:30 PM	0	93	9	0	0	0	0	0	10	79	0	0	102	0	31	0
04:45 PM	0	93	13	0	0	0	0	0	20	90	0	0	103	0	33	0
05:00 PM	0	97	9	0	0	0	0	0	14	87	0	0	110	0	33	0
05:15 PM	0	107	6	0	0	0	0	0	14	92	0	0	104	0	26	0
05:30 PM	0	103	13	0	0	0	0	0	5	104	0	0	99	0	24	0
05:45 PM	0	87	10	0	0	0	0	0	10	70	0	0	109	0	25	0

2-Axle Trucks	Redlands Boulevard Southbound				Dead End Westbound				Redlands Boulevard Northbound				SR-60 Eastbound Ramps Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	5	1	0	0	0	0	0	1	3	0	0	1	0	2	0
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	3	0	0	0
04:30 PM	0	1	0	0	0	0	0	0	0	3	0	0	1	0	2	0
04:45 PM	0	0	2	0	0	0	0	0	1	2	0	0	2	0	2	0
05:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:30 PM	0	2	1	0	0	0	0	0	0	2	0	0	1	0	0	0
05:45 PM	0	1	0	0	0	0	0	0	0	1	0	0	2	0	2	0

3-Axle Trucks	Redlands Boulevard Southbound				Dead End Westbound				Redlands Boulevard Northbound				SR-60 Eastbound Ramps Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

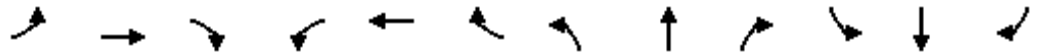
4+ Axle Trucks	Redlands Boulevard Southbound				Dead End Westbound				Redlands Boulevard Northbound				SR-60 Eastbound Ramps Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2	0
04:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0
04:30 PM	0	1	1	0	0	0	0	0	0	1	0	0	0	0	1	0
04:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0
05:00 PM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0
05:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

**APPENDIX B
SYNCHRO OUTPUT REPORTS**

HCM 6th Signalized Intersection Summary 2: Redlands Blvd & Eucalyptus Ave

Existing
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗		↖		↔		↗	↑			↑	↖
Traffic Volume (veh/h)	24	0	2	0	0	18	23	480	0	0	321	42
Future Volume (veh/h)	24	0	2	0	0	18	23	480	0	0	321	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900	1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h	26	0	2	0	0	20	25	522	0	0	349	46
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	83	0	0	0	0	58	80	915	0	0	554	543
Arrive On Green	0.05	0.00	0.00	0.00	0.00	0.04	0.04	0.48	0.00	0.00	0.29	0.29
Sat Flow, veh/h	1810	26		0	0	1610	1810	1900	0	0	1900	1610
Grp Volume(v), veh/h	26	14.8		0	0	20	25	522	0	0	349	46
Grp Sat Flow(s),veh/h/ln	1810	B		0	0	1610	1810	1900	0	0	1900	1610
Q Serve(g_s), s	0.4			0.0	0.0	0.3	0.4	5.4	0.0	0.0	4.4	0.5
Cycle Q Clear(g_c), s	0.4			0.0	0.0	0.3	0.4	5.4	0.0	0.0	4.4	0.5
Prop In Lane	1.00			0.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	83			0	0	58	80	915	0	0	554	543
V/C Ratio(X)	0.31			0.00	0.00	0.34	0.31	0.57	0.00	0.00	0.63	0.08
Avail Cap(c_a), veh/h	461			0	0	1055	461	2282	0	0	1521	1363
HCM Platoon Ratio	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00			0.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	12.7			0.0	0.0	12.9	12.7	5.1	0.0	0.0	8.4	6.2
Incr Delay (d2), s/veh	2.1			0.0	0.0	3.5	2.2	0.6	0.0	0.0	1.2	0.1
Initial Q Delay(d3),s/veh	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2			0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.8	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.8			0.0	0.0	16.4	14.9	5.7	0.0	0.0	9.6	6.3
LnGrp LOS	B			A	A	B	B	A	A	A	A	A
Approach Vol, veh/h					20			547			395	
Approach Delay, s/veh					16.4			6.1			9.2	
Approach LOS					B			A			A	
Timer - Assigned Phs		2			5	6	7	8				
Phs Duration (G+Y+Rc), s		17.2			5.2	12.0	5.3	5.0				
Change Period (Y+Rc), s		4.0			4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s		33.0			7.0	22.0	7.0	18.0				
Max Q Clear Time (g_c+I1), s		7.4			2.4	6.4	2.4	2.3				
Green Ext Time (p_c), s		2.9			0.0	1.6	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay					7.8							
HCM 6th LOS					A							

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

HCM 6th TWSC
 4: Eucalyptus Ave/Eucalyptus Avenue & Truck Driveway

Existing
 AM Peak Hour

Intersection

Int Delay, s/veh 2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑	↑	↑	
Traffic Vol, veh/h	0	0	12	21	6	6
Future Vol, veh/h	0	0	12	21	6	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	2	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	17	29	8	8

Major/Minor Major2 Minor2

Conflicting Flow All	-	0	17	17
Stage 1	-	-	17	-
Stage 2	-	-	0	-
Critical Hdwy	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1006	1068
Stage 1	-	-	1011	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	1006	1068
Mov Cap-2 Maneuver	-	-	1006	-
Stage 1	-	-	1011	-
Stage 2	-	-	-	-

Approach WB SB

HCM Control Delay, s	0	8.5
HCM LOS		A

Minor Lane/Major Mvmt WBT WBR SBLn1

Capacity (veh/h)	-	-	1036
HCM Lane V/C Ratio	-	-	0.016
HCM Control Delay (s)	-	-	8.5
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0

HCM 6th TWSC
5: WLC Pkwy & Eucalyptus Avenue

Existing
AM Peak Hour

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↗	↖
Traffic Vol, veh/h	10	4	19	73	103	63
Future Vol, veh/h	10	4	19	73	103	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	250	0	100	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	14	6	26	101	143	88

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	296	143	231	0	-	0
Stage 1	143	-	-	-	-	-
Stage 2	153	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	699	910	1349	-	-	-
Stage 1	889	-	-	-	-	-
Stage 2	880	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	686	910	1349	-	-	-
Mov Cap-2 Maneuver	686	-	-	-	-	-
Stage 1	872	-	-	-	-	-
Stage 2	880	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10	1.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1349	-	686	910	-	-
HCM Lane V/C Ratio	0.02	-	0.02	0.006	-	-
HCM Control Delay (s)	7.7	-	10.4	9	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	0	-	-

HCM 6th TWSC
6: WLC Pkwy & SR-60 EB Ramps

Existing
AM Peak Hour

Intersection						
Int Delay, s/veh	5.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗	↙	↑	↗	
Traffic Vol, veh/h	58	61	64	19	105	5
Future Vol, veh/h	58	61	64	19	105	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	250	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	69	73	76	23	125	6

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	303	128	131	0	0
Stage 1	128	-	-	-	-
Stage 2	175	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	693	927	1467	-	-
Stage 1	903	-	-	-	-
Stage 2	860	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	657	927	1467	-	-
Mov Cap-2 Maneuver	657	-	-	-	-
Stage 1	856	-	-	-	-
Stage 2	860	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.1	5.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1467	-	657	927	-	-
HCM Lane V/C Ratio	0.052	-	0.105	0.078	-	-
HCM Control Delay (s)	7.6	-	11.1	9.2	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.4	0.3	-	-

HCM 6th TWSC
7: WLC Pkwy/Theodore St & SR-60 WB Ramps

Existing
AM Peak Hour

Intersection						
Int Delay, s/veh	5.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T			T
Traffic Vol, veh/h	84	27	67	10	42	26
Future Vol, veh/h	84	27	67	10	42	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	95	31	76	11	48	30

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	208	82	0	0	87	0
Stage 1	82	-	-	-	-	-
Stage 2	126	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	785	983	-	-	1522	-
Stage 1	946	-	-	-	-	-
Stage 2	905	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	760	983	-	-	1522	-
Mov Cap-2 Maneuver	760	-	-	-	-	-
Stage 1	916	-	-	-	-	-
Stage 2	905	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	4.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	804	1522
HCM Lane V/C Ratio	-	-	0.157	0.031
HCM Control Delay (s)	-	-	10.3	7.4
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.6	0.1

HCM 6th Signalized Intersection Summary
 2: Redlands Blvd & Eucalyptus Avenue

Existing
 PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖		↗		↕		↖	↗			↗	↖
Traffic Volume (veh/h)	23	0	8	0	0	54	0	374	0	0	525	16
Future Volume (veh/h)	23	0	8	0	0	54	0	374	0	0	525	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900	1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h	24	0	8	0	0	56	0	386	0	0	541	16
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	78	0	0	0	0	144	7	775	0	0	775	726
Arrive On Green	0.04	0.00	0.00	0.00	0.00	0.09	0.00	0.41	0.00	0.00	0.41	0.41
Sat Flow, veh/h	1810	24		0	0	1610	1810	1900	0	0	1900	1610
Grp Volume(v), veh/h	24	14.4		0	0	56	0	386	0	0	541	16
Grp Sat Flow(s),veh/h/ln	1810	B		0	0	1610	1810	1900	0	0	1900	1610
Q Serve(g_s), s	0.3			0.0	0.0	0.9	0.0	3.9	0.0	0.0	6.2	0.1
Cycle Q Clear(g_c), s	0.3			0.0	0.0	0.9	0.0	3.9	0.0	0.0	6.2	0.1
Prop In Lane	1.00			0.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	78			0	0	144	7	775	0	0	775	726
V/C Ratio(X)	0.31			0.00	0.00	0.39	0.00	0.50	0.00	0.00	0.70	0.02
Avail Cap(c_a), veh/h	485			0	0	1110	485	2401	0	0	1601	1426
HCM Platoon Ratio	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00			0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	12.1			0.0	0.0	11.2	0.0	5.7	0.0	0.0	6.4	4.0
Incr Delay (d2), s/veh	2.2			0.0	0.0	1.7	0.0	0.5	0.0	0.0	1.1	0.0
Initial Q Delay(d3),s/veh	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1			0.0	0.0	0.3	0.0	0.2	0.0	0.0	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.4			0.0	0.0	12.9	0.0	6.2	0.0	0.0	7.5	4.0
LnGrp LOS	B			A	A	B	A	A	A	A	A	A
Approach Vol, veh/h					56			386			557	
Approach Delay, s/veh					12.9			6.2			7.4	
Approach LOS					B			A			A	
Timer - Assigned Phs		2			5	6	7	8				
Phs Duration (G+Y+Rc), s		14.7			0.0	14.7	5.1	6.3				
Change Period (Y+Rc), s		4.0			4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s		33.0			7.0	22.0	7.0	18.0				
Max Q Clear Time (g_c+l1), s		5.9			0.0	8.2	2.3	2.9				
Green Ext Time (p_c), s		2.0			0.0	2.5	0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay					7.4							
HCM 6th LOS					A							

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HCM 6th TWSC
4: Eucalyptus Avenue

Existing
PM Peak Hour

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations			↑	↑	↑	
Traffic Vol, veh/h	0	0	33	38	5	21
Future Vol, veh/h	0	0	33	38	5	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	2	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	44	51	7	28

Major/Minor	Major2	Minor2
Conflicting Flow All	-	0 44 44
Stage 1	-	- 44 -
Stage 2	-	- - 0 -
Critical Hdwy	-	- 6.4 6.2
Critical Hdwy Stg 1	-	- 5.4 -
Critical Hdwy Stg 2	-	- - -
Follow-up Hdwy	-	- 3.5 3.3
Pot Cap-1 Maneuver	-	- 972 1032
Stage 1	-	- 984 -
Stage 2	-	- - -
Platoon blocked, %	-	- -
Mov Cap-1 Maneuver	-	- 972 1032
Mov Cap-2 Maneuver	-	- 972 -
Stage 1	-	- 984 -
Stage 2	-	- - -

Approach	WB	SB
HCM Control Delay, s	0	8.7
HCM LOS		A

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	1020
HCM Lane V/C Ratio	-	-	0.034
HCM Control Delay (s)	-	-	8.7
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.1

HCM 6th TWSC
5: WLC Pkwy & Eucalyptus Avenue

Existing
PM Peak Hour

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↗	↖
Traffic Vol, veh/h	44	18	11	27	32	64
Future Vol, veh/h	44	18	11	27	32	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	250	0	100	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	59	24	15	36	43	85

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	109	43	128	0	-
Stage 1	43	-	-	-	-
Stage 2	66	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	893	1033	1470	-	-
Stage 1	985	-	-	-	-
Stage 2	962	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	884	1033	1470	-	-
Mov Cap-2 Maneuver	884	-	-	-	-
Stage 1	975	-	-	-	-
Stage 2	962	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	2.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1470	-	884	1033	-	-
HCM Lane V/C Ratio	0.01	-	0.066	0.023	-	-
HCM Control Delay (s)	7.5	-	9.4	8.6	-	-
HCM Lane LOS	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	0.1	-	-

HCM 6th TWSC
6: WLC Pkwy & SR-60 EB Ramps

Existing
PM Peak Hour

Intersection						
Int Delay, s/veh	4.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗	↙	↑	↗	
Traffic Vol, veh/h	18	54	31	40	42	18
Future Vol, veh/h	18	54	31	40	42	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	250	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	21	62	36	46	48	21

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	177	59	69	0	-	0
Stage 1	59	-	-	-	-	-
Stage 2	118	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	817	1012	1545	-	-	-
Stage 1	969	-	-	-	-	-
Stage 2	912	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	798	1012	1545	-	-	-
Mov Cap-2 Maneuver	798	-	-	-	-	-
Stage 1	947	-	-	-	-	-
Stage 2	912	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	3.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1545	-	798	1012	-	-
HCM Lane V/C Ratio	0.023	-	0.026	0.061	-	-
HCM Control Delay (s)	7.4	-	9.6	8.8	-	-
HCM Lane LOS	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	0.2	-	-

HCM 6th TWSC
7: WLC Pkwy/Theodore St & SR-60 WB Ramps

Existing
PM Peak Hour

Intersection						
Int Delay, s/veh	3.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	24	12	25	33	20	35
Future Vol, veh/h	24	12	25	33	20	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	68	68	68	68	68	68
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	35	18	37	49	29	51

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	171	62	0	0	86
Stage 1	62	-	-	-	-
Stage 2	109	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	824	1009	-	-	1523
Stage 1	966	-	-	-	-
Stage 2	921	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	808	1009	-	-	1523
Mov Cap-2 Maneuver	808	-	-	-	-
Stage 1	947	-	-	-	-
Stage 2	921	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.4	0	2.7
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	865	1523
HCM Lane V/C Ratio	-	-	0.061	0.019
HCM Control Delay (s)	-	-	9.4	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

HCM 6th Roundabout
2: Redlands Blvd & Eucalyptus Avenue

Existing Plus Project
AM Peak Hour

Intersection							
Intersection Delay, s/veh	5.8						
Intersection LOS	A						
Approach	EB		WB		NB		SB
Entry Lanes	2		1		1		1
Conflicting Circle Lanes	1		1		1		2
Adj Approach Flow, veh/h	15		20		548		399
Demand Flow Rate, veh/h	20		20		548		402
Vehicles Circulating, veh/h	365		558		36		25
Vehicles Exiting, veh/h	23		26		349		535
Ped Vol Crossing Leg, #/h	0		0		0		0
Ped Cap Adj	1.000		1.000		1.000		1.000
Approach Delay, s/veh	4.9		4.7		6.6		4.7
Approach LOS	A		A		A		A
Lane	Left	Right	Left	Bypass	Left	Left	Bypass
Designated Moves	LT	R	LT	R	LTR	LT	R
Assumed Moves	LT	R	LT	R	LTR	LT	R
RT Channelized				Yield			Yield
Lane Util	0.900	0.100	1.000		1.000	1.000	
Follow-Up Headway, s	2.535	2.535	2.609		2.609	2.535	
Critical Headway, s	4.544	4.544	4.976	18	4.976	4.328	39
Entry Flow, veh/h	18	2	2	800	548	363	1348
Cap Entry Lane, veh/h	1019	1019	781	1.000	1330	1390	0.917
Entry HV Adj Factor	0.722	1.000	1.000	18	1.000	1.000	36
Flow Entry, veh/h	13	2	2	800	548	363	1237
Cap Entry, veh/h	736	1019	781	0.023	1330	1390	0.029
V/C Ratio	0.018	0.002	0.003	4.7	0.412	0.261	3.1
Control Delay, s/veh	5.1	3.6	4.6	A	6.6	4.8	A
LOS	A	A	A	0	A	A	0
95th %tile Queue, veh	0	0	0		2	1	

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

HCM 6th TWSC
3: Eucalyptus Avenue & Car Driveway

Existing Plus Project
AM Peak Hour

Intersection						
Int Delay, s/veh	5.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑	↕		↘	
Traffic Vol, veh/h	26	0	12	1	0	9
Future Vol, veh/h	26	0	12	1	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	120	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	36	0	17	1	0	13

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	18	0	-	0	90
Stage 1	-	-	-	-	18
Stage 2	-	-	-	-	72
Critical Hdwy	4.1	-	-	-	6.6
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.2	-	-	-	3.5
Pot Cap-1 Maneuver	1612	-	-	-	911
Stage 1	-	-	-	-	1008
Stage 2	-	-	-	-	956
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1612	-	-	-	891
Mov Cap-2 Maneuver	-	-	-	-	891
Stage 1	-	-	-	-	986
Stage 2	-	-	-	-	956

Approach	EB	WB	SB
HCM Control Delay, s	7.3	0	8.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1612	-	-	-	1077
HCM Lane V/C Ratio	0.022	-	-	-	0.012
HCM Control Delay (s)	7.3	-	-	-	8.4
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0

HCM 6th Roundabout
4: Eucalyptus Avenue & Truck Driveway

Existing Plus Project
AM Peak Hour

Intersection				
Intersection Delay, s/veh	4.7			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	60	0	15
Demand Flow Rate, veh/h	0	93	0	27
Vehicles Circulating, veh/h	27	0	27	17
Vehicles Exiting, veh/h	17	27	0	76
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	0.0	4.7	0.0	5.0
Approach LOS	-	A	-	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	0	93	0	27
Cap Entry Lane, veh/h	1342	1380	1342	1356
Entry HV Adj Factor	1.000	0.645	1.000	0.556
Flow Entry, veh/h	0	60	0	15
Cap Entry, veh/h	1342	890	1342	753
V/C Ratio	0.000	0.067	0.000	0.020
Control Delay, s/veh	2.7	4.7	2.7	5.0
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

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HCM 6th TWSC
5: WLC Pkwy & Eucalyptus Avenue

Existing Plus Project
AM Peak Hour

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↗	↖
Traffic Vol, veh/h	35	4	20	73	103	128
Future Vol, veh/h	35	4	20	73	103	128
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	250	0	100	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	49	6	28	101	143	178

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	300	143	321	0	-	0
Stage 1	143	-	-	-	-	-
Stage 2	157	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	696	910	1250	-	-	-
Stage 1	889	-	-	-	-	-
Stage 2	876	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	681	910	1250	-	-	-
Mov Cap-2 Maneuver	681	-	-	-	-	-
Stage 1	869	-	-	-	-	-
Stage 2	876	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.5	1.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1250	-	681	910	-	-
HCM Lane V/C Ratio	0.022	-	0.071	0.006	-	-
HCM Control Delay (s)	7.9	-	10.7	9	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	0	-	-

HCM 6th TWSC
6: WLC Pkwy & SR-60 EB Ramps

Existing Plus Project
AM Peak Hour

Intersection						
Int Delay, s/veh	5.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗	↙	↑	↗	
Traffic Vol, veh/h	58	115	67	41	116	5
Future Vol, veh/h	58	115	67	41	116	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	250	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	69	137	80	49	138	6

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	350	141	144	0	-
Stage 1	141	-	-	-	-
Stage 2	209	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	651	912	1451	-	-
Stage 1	891	-	-	-	-
Stage 2	831	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	615	912	1451	-	-
Mov Cap-2 Maneuver	615	-	-	-	-
Stage 1	842	-	-	-	-
Stage 2	831	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.3	4.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1451	-	615	912	-	-
HCM Lane V/C Ratio	0.055	-	0.112	0.15	-	-
HCM Control Delay (s)	7.6	-	11.6	9.6	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.4	0.5	-	-

HCM 6th TWSC
7: WLC Pkwy/Theodore St & SR-60 WB Ramps

Existing Plus Project
AM Peak Hour

Intersection						
Int Delay, s/veh	5.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	95	27	67	32	42	26
Future Vol, veh/h	95	27	67	32	42	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	108	31	76	36	48	30

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	220	94	0	0	112	0
Stage 1	94	-	-	-	-	-
Stage 2	126	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	773	968	-	-	1490	-
Stage 1	935	-	-	-	-	-
Stage 2	905	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	747	968	-	-	1490	-
Mov Cap-2 Maneuver	747	-	-	-	-	-
Stage 1	904	-	-	-	-	-
Stage 2	905	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.6	0	4.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	787	1490
HCM Lane V/C Ratio	-	-	0.176	0.032
HCM Control Delay (s)	-	-	10.6	7.5
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.6	0.1

HCM 6th Roundabout
2: Redlands Blvd & Eucalyptus Avenue

Existing Plus Project
PM Peak Hour

Intersection							
Intersection Delay, s/veh	5.6						
Intersection LOS	A						
Approach	EB		WB		NB		SB
Entry Lanes	2		1		1		1
Conflicting Circle Lanes	1		1		1		2
Adj Approach Flow, veh/h	30		61		385		552
Demand Flow Rate, veh/h	31		61		385		556
Vehicles Circulating, veh/h	552		405		32		8
Vehicles Exiting, veh/h	0		12		551		405
Ped Vol Crossing Leg, #/h	0		0		0		0
Ped Cap Adj	1.000		1.000		1.000		1.000
Approach Delay, s/veh	4.5		4.4		5.2		6.0
Approach LOS	A		A		A		A
Lane	Left	Right	Left	Bypass	Left	Left	Bypass
Designated Moves	LT	R	LT	R	LTR	LT	R
Assumed Moves	LT	R	LT	R	LTR	LT	R
RT Channelized				Yield			Yield
Lane Util	0.742	0.258	1.000		1.000	1.000	
Follow-Up Headway, s	2.535	2.535	2.609		2.609	2.535	
Critical Headway, s	4.544	4.544	4.976	53	4.976	4.328	12
Entry Flow, veh/h	23	8	8	913	385	544	1380
Cap Entry Lane, veh/h	859	859	913	1.000	1336	1410	0.667
Entry HV Adj Factor	0.957	1.000	1.000	53	1.000	1.000	8
Flow Entry, veh/h	22	8	8	913	385	544	920
Cap Entry, veh/h	822	859	913	0.058	1336	1410	0.009
V/C Ratio	0.027	0.009	0.009	4.5	0.288	0.386	4.0
Control Delay, s/veh	4.6	4.3	4.0	A	5.2	6.1	A
LOS	A	A	A	0	A	A	0
95th %tile Queue, veh	0	0	0		1	2	

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HCM 6th TWSC
3: Eucalyptus Avenue & Car Driveway

Existing Plus Project
PM Peak Hour

Intersection						
Int Delay, s/veh	4.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑	↘		↙	
Traffic Vol, veh/h	13	0	33	0	1	30
Future Vol, veh/h	13	0	33	0	1	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	120	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	17	0	44	0	1	40

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	44	0	-	0	78
Stage 1	-	-	-	-	44
Stage 2	-	-	-	-	34
Critical Hdwy	4.1	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.2	-	-	-	3.5
Pot Cap-1 Maneuver	1577	-	-	-	930
Stage 1	-	-	-	-	984
Stage 2	-	-	-	-	994
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1577	-	-	-	920
Mov Cap-2 Maneuver	-	-	-	-	920
Stage 1	-	-	-	-	973
Stage 2	-	-	-	-	994

Approach	EB	WB	SB
HCM Control Delay, s	7.3	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1577	-	-	-	1028
HCM Lane V/C Ratio	0.011	-	-	-	0.04
HCM Control Delay (s)	7.3	-	-	-	8.6
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 6th Roundabout
4: Eucalyptus Avenue & Truck Driveway

Existing Plus Project
PM Peak Hour

Intersection				
Intersection Delay, s/veh	4.6			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	1	73	0	51
Demand Flow Rate, veh/h	1	100	0	86
Vehicles Circulating, veh/h	86	0	87	41
Vehicles Exiting, veh/h	41	87	0	59
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	2.9	4.2	0.0	5.2
Approach LOS	A	A	-	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	1	100	0	86
Cap Entry Lane, veh/h	1264	1380	1263	1323
Entry HV Adj Factor	1.000	0.730	1.000	0.593
Flow Entry, veh/h	1	73	0	51
Cap Entry, veh/h	1264	1007	1263	785
V/C Ratio	0.001	0.072	0.000	0.065
Control Delay, s/veh	2.9	4.2	2.9	5.2
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

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HCM 6th TWSC
5: WLC Pkwy & Eucalyptus Avenue

Existing Plus Project
PM Peak Hour

Intersection						
Int Delay, s/veh	5.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↗	↖
Traffic Vol, veh/h	141	19	11	27	32	94
Future Vol, veh/h	141	19	11	27	32	94
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	250	0	100	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	188	25	15	36	43	125

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	109	43	168	0	-	0
Stage 1	43	-	-	-	-	-
Stage 2	66	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	893	1033	1422	-	-	-
Stage 1	985	-	-	-	-	-
Stage 2	962	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	883	1033	1422	-	-	-
Mov Cap-2 Maneuver	883	-	-	-	-	-
Stage 1	974	-	-	-	-	-
Stage 2	962	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10	2.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1422	-	883	1033	-	-
HCM Lane V/C Ratio	0.01	-	0.213	0.025	-	-
HCM Control Delay (s)	7.6	-	10.2	8.6	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0	-	0.8	0.1	-	-

HCM 6th TWSC
6: WLC Pkwy & SR-60 EB Ramps

Existing Plus Project
PM Peak Hour

Intersection

Int Delay, s/veh 3.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗	↙	↑	↗	
Traffic Vol, veh/h	18	76	47	121	50	18
Future Vol, veh/h	18	76	47	121	50	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	250	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	21	87	54	139	57	21

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	315	68	78	0	-	0
Stage 1	68	-	-	-	-	-
Stage 2	247	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	682	1001	1533	-	-	-
Stage 1	960	-	-	-	-	-
Stage 2	799	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	658	1001	1533	-	-	-
Mov Cap-2 Maneuver	658	-	-	-	-	-
Stage 1	926	-	-	-	-	-
Stage 2	799	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	2.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1533	-	658	1001	-	-
HCM Lane V/C Ratio	0.035	-	0.031	0.087	-	-
HCM Control Delay (s)	7.4	-	10.6	8.9	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	0.3	-	-

HCM 6th TWSC
7: WLC Pkwy/Theodore St & SR-60 WB Ramps

Existing Plus Project
PM Peak Hour

Intersection						
Int Delay, s/veh	2.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	32	12	25	114	20	35
Future Vol, veh/h	32	12	25	114	20	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	68	68	68	68	68	68
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	47	18	37	168	29	51

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	230	121	0	0	205
Stage 1	121	-	-	-	-
Stage 2	109	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	763	936	-	-	1378
Stage 1	909	-	-	-	-
Stage 2	921	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	746	936	-	-	1378
Mov Cap-2 Maneuver	746	-	-	-	-
Stage 1	889	-	-	-	-
Stage 2	921	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	2.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	790	1378
HCM Lane V/C Ratio	-	-	0.082	0.021
HCM Control Delay (s)	-	-	10	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1

HCM 6th Signalized Intersection Summary
2: Redlands Blvd & Eucalyptus Avenue

Horizon Year No Project
AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	50	110	80	60	140	90	370	60	310	680	520
Future Volume (veh/h)	180	50	110	80	60	140	90	370	60	310	680	520
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	196	54	120	87	65	152	98	402	65	337	739	565
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	416	271	242	167	448	420	176	1216	542	480	1357	796
Arrive On Green	0.12	0.15	0.15	0.09	0.12	0.12	0.10	0.34	0.34	0.14	0.38	0.38
Sat Flow, veh/h	3510	1805	1610	1810	3610	1610	1810	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	196	54	120	87	65	152	98	402	65	337	739	565
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1810	1805	1610	1810	1805	1610	1755	1805	1610
Q Serve(g_s), s	2.9	1.5	3.9	2.6	0.9	4.3	2.9	4.7	1.6	5.2	9.1	15.4
Cycle Q Clear(g_c), s	2.9	1.5	3.9	2.6	0.9	4.3	2.9	4.7	1.6	5.2	9.1	15.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	416	271	242	167	448	420	176	1216	542	480	1357	796
V/C Ratio(X)	0.47	0.20	0.50	0.52	0.14	0.36	0.56	0.33	0.12	0.70	0.54	0.71
Avail Cap(c_a), veh/h	1059	833	743	289	1153	734	289	1666	743	810	1922	1048
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.2	21.0	22.0	24.4	22.0	17.0	24.3	13.9	12.9	23.2	13.8	11.1
Incr Delay (d2), s/veh	0.8	0.4	1.6	2.5	0.1	0.5	2.7	0.2	0.1	1.9	0.3	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.6	1.5	1.2	0.4	1.5	1.2	1.5	0.5	1.9	2.7	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.0	21.3	23.5	26.9	22.1	17.5	27.0	14.1	13.0	25.1	14.1	12.6
LnGrp LOS	C	C	C	C	C	B	C	B	B	C	B	B
Approach Vol, veh/h		370			304			565			1641	
Approach Delay, s/veh		23.5			21.2			16.2			15.9	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.7	23.0	9.2	12.5	9.5	25.2	10.7	11.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	13.0	26.0	9.0	26.0	9.0	30.0	17.0	18.0				
Max Q Clear Time (g_c+l1), s	7.2	6.7	4.6	5.9	4.9	17.4	4.9	6.3				
Green Ext Time (p_c), s	0.6	1.3	0.1	0.4	0.1	3.8	0.5	0.5				
Intersection Summary												
HCM 6th Ctrl Delay				17.5								
HCM 6th LOS				B								

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

HCM 6th TWSC
4: Eucalyptus Avenue

Horizon Year No Project
AM Peak Hour

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	0	420	280	21	12	0
Future Vol, veh/h	0	420	280	21	12	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	583	389	29	17	0

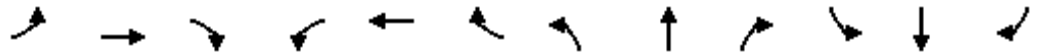
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	418	0	0	696	209
Stage 1	-	-	-	404	-
Stage 2	-	-	-	292	-
Critical Hdwy	4.1	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	3.5	3.3
Pot Cap-1 Maneuver	1152	-	-	380	803
Stage 1	-	-	-	649	-
Stage 2	-	-	-	738	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1152	-	-	380	803
Mov Cap-2 Maneuver	-	-	-	380	-
Stage 1	-	-	-	649	-
Stage 2	-	-	-	738	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	14.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1152	-	-	-	380
HCM Lane V/C Ratio	-	-	-	-	0.044
HCM Control Delay (s)	0	-	-	-	14.9
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

HCM 6th Signalized Intersection Summary
5: WLC Pkwy & Eucalyptus Avenue

Horizon Year No Project
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↘	↖	↗	↘		↗	↑↑↑	↖	↗	↑↑↑	↖
Traffic Volume (veh/h)	50	0	140	190	10	80	160	1570	50	10	1280	40
Future Volume (veh/h)	50	0	140	190	10	80	160	1570	50	10	1280	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	69	0	194	264	14	111	222	2181	69	14	1778	56
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	127	0	269	297	33	258	235	2956	917	41	2398	744
Arrive On Green	0.07	0.00	0.08	0.16	0.18	0.18	0.13	0.57	0.57	0.03	0.61	0.61
Sat Flow, veh/h	1810	0	3220	1810	183	1455	1810	5187	1610	1810	5187	1610
Grp Volume(v), veh/h	69	0	194	264	0	125	222	2181	69	14	1778	56
Grp Sat Flow(s),veh/h/ln	1810	0	1610	1810	0	1638	1810	1729	1610	1810	1729	1610
Q Serve(g_s), s	3.7	0.0	5.9	14.3	0.0	6.8	12.2	31.2	1.9	0.8	24.3	1.4
Cycle Q Clear(g_c), s	3.7	0.0	5.9	14.3	0.0	6.8	12.2	31.2	1.9	0.8	24.3	1.4
Prop In Lane	1.00		1.00	1.00		0.89	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	127	0	269	297	0	291	235	2956	917	41	2398	744
V/C Ratio(X)	0.54	0.00	0.72	0.89	0.00	0.43	0.94	0.74	0.08	0.34	0.74	0.08
Avail Cap(c_a), veh/h	326	0	580	326	0	295	235	2956	917	127	2398	744
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.73	0.73	0.73
Uniform Delay (d), s/veh	45.0	0.0	44.7	40.9	0.0	36.6	43.1	16.0	9.7	47.8	15.0	10.6
Incr Delay (d2), s/veh	3.6	0.0	3.6	23.3	0.0	1.0	43.2	1.7	0.2	3.6	1.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	0.1	8.2	0.0	2.8	7.9	10.4	0.7	0.4	6.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.6	0.0	48.3	64.2	0.0	37.6	86.4	17.7	9.8	51.4	16.6	10.8
LnGrp LOS	D	A	D	E	A	D	F	B	A	D	B	B
Approach Vol, veh/h		263			389			2472			1848	
Approach Delay, s/veh		48.4			55.6			23.6			16.7	
Approach LOS		D			E			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.3	61.0	20.4	12.4	17.0	50.2	11.0	21.8				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	7.0	41.0	18.0	18.0	13.0	35.0	18.0	18.0				
Max Q Clear Time (g_c+I1), s	2.8	33.2	16.3	7.9	14.2	26.3	5.7	8.8				
Green Ext Time (p_c), s	0.0	6.6	0.1	0.5	0.0	6.4	0.1	0.4				

Intersection Summary

HCM 6th Ctrl Delay	24.8
HCM 6th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
6: WLC Pkwy & SR-60 EB Ramps

Horizon Year No Project
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘		↗↗					↑↑↑	↗		↑↑	↗
Traffic Volume (veh/h)	270	0	870	0	0	0	0	1360	340	0	460	120
Future Volume (veh/h)	270	0	870	0	0	0	0	1360	340	0	460	120
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	0	1900				0	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	321	0	1036				0	1619	405	0	548	143
Peak Hour Factor	0.84	0.84	0.84				0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	748	0	1171				0	3312	816	0	1829	816
Arrive On Green	0.41	0.00	0.41				0.00	0.34	0.34	0.00	0.17	0.17
Sat Flow, veh/h	1810	0	2834				0	6802	1610	0	3705	1610
Grp Volume(v), veh/h	321	0	1036				0	1619	405	0	548	143
Grp Sat Flow(s),veh/h/ln	1810	0	1417				0	1634	1610	0	1805	1610
Q Serve(g_s), s	12.7	0.0	33.8				0.0	19.6	20.0	0.0	13.3	7.6
Cycle Q Clear(g_c), s	12.7	0.0	33.8				0.0	19.6	20.0	0.0	13.3	7.6
Prop In Lane	1.00		1.00				0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	748	0	1171				0	3312	816	0	1829	816
V/C Ratio(X)	0.43	0.00	0.88				0.00	0.49	0.50	0.00	0.30	0.18
Avail Cap(c_a), veh/h	941	0	1474				0	3312	816	0	1829	816
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.67	0.67	1.00	0.33	0.33
Upstream Filter(l)	1.00	0.00	1.00				0.00	0.68	0.68	0.00	0.92	0.92
Uniform Delay (d), s/veh	20.9	0.0	27.1				0.0	22.8	22.9	0.0	26.1	23.7
Incr Delay (d2), s/veh	0.4	0.0	5.7				0.0	0.4	1.5	0.0	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	0.0	11.9				0.0	7.7	8.0	0.0	6.1	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.3	0.0	32.8				0.0	23.1	24.4	0.0	26.5	24.1
LnGrp LOS	C	A	C				A	C	C	A	C	C
Approach Vol, veh/h		1357						2024			691	
Approach Delay, s/veh		30.1						23.4			26.0	
Approach LOS		C						C			C	
Timer - Assigned Phs		2		4				6				
Phs Duration (G+Y+Rc), s		54.7		45.3				54.7				
Change Period (Y+Rc), s		4.0		4.0				4.0				
Max Green Setting (Gmax), s		40.0		52.0				40.0				
Max Q Clear Time (g_c+l1), s		22.0		35.8				15.3				
Green Ext Time (p_c), s		11.2		5.5				3.6				
Intersection Summary												
HCM 6th Ctrl Delay			26.1									
HCM 6th LOS			C									

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

HCM 6th Signalized Intersection Summary
 7: WLC Pkwy/Theodore St & SR-60 WB Ramps

Horizon Year No Project
 AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	60	500	1060	570	80	570
Future Volume (veh/h)	60	500	1060	570	80	570
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	68	568	1205	648	91	648
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	145	1111	2141	3032	361	435
Arrive On Green	0.08	0.08	1.00	1.00	0.19	0.19
Sat Flow, veh/h	1810	1610	3510	3705	1900	1610
Grp Volume(v), veh/h	68	568	1205	648	91	648
Grp Sat Flow(s),veh/h/ln	1810	1610	1755	1805	1900	1610
Q Serve(g_s), s	3.6	0.0	0.0	0.0	4.1	19.0
Cycle Q Clear(g_c), s	3.6	0.0	0.0	0.0	4.1	19.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	145	1111	2141	3032	361	435
V/C Ratio(X)	0.47	0.51	0.56	0.21	0.25	1.49
Avail Cap(c_a), veh/h	525	1449	2141	3032	361	435
HCM Platoon Ratio	1.00	1.00	1.67	1.67	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.89	0.89	0.09	0.09
Uniform Delay (d), s/veh	44.0	7.4	0.0	0.0	34.5	33.6
Incr Delay (d2), s/veh	2.3	0.4	0.3	0.1	0.2	221.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	15.9	0.1	0.1	1.8	37.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	46.3	7.8	0.3	0.1	34.6	254.9
LnGrp LOS	D	A	A	A	C	F
Approach Vol, veh/h	636			1853	739	
Approach Delay, s/veh	11.9			0.2	227.8	
Approach LOS	B			A	F	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		88.0		12.0	65.0	23.0
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		63.0		29.0	40.0	19.0
Max Q Clear Time (g_c+l1), s		2.0		5.6	2.0	21.0
Green Ext Time (p_c), s		4.2		2.4	5.2	0.0

Intersection Summary

HCM 6th Ctrl Delay	54.6
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
2: Redlands Blvd & Eucalyptus Avenue

Horizon Year No Project
PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	660	120	200	60	50	240	130	600	90	210	530	320
Future Volume (veh/h)	660	120	200	60	50	240	130	600	90	210	530	320
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	680	124	206	62	52	247	134	619	93	216	546	330
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	848	616	549	131	621	446	177	854	381	369	880	782
Arrive On Green	0.24	0.34	0.34	0.07	0.17	0.17	0.10	0.24	0.24	0.10	0.24	0.24
Sat Flow, veh/h	3510	1805	1610	1810	3610	1610	1810	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	680	124	206	62	52	247	134	619	93	216	546	330
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1810	1805	1610	1810	1805	1610	1755	1805	1610
Q Serve(g_s), s	11.9	3.2	6.3	2.2	0.8	8.6	4.7	10.3	3.1	3.8	8.8	8.7
Cycle Q Clear(g_c), s	11.9	3.2	6.3	2.2	0.8	8.6	4.7	10.3	3.1	3.8	8.8	8.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	848	616	549	131	621	446	177	854	381	369	880	782
V/C Ratio(X)	0.80	0.20	0.37	0.47	0.08	0.55	0.76	0.72	0.24	0.59	0.62	0.42
Avail Cap(c_a), veh/h	1235	911	813	221	994	612	305	1381	616	430	1215	931
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.3	15.2	16.3	29.1	22.7	20.2	28.7	23.0	20.2	27.9	22.0	10.9
Incr Delay (d2), s/veh	2.5	0.2	0.4	2.6	0.1	1.1	6.5	1.2	0.3	1.5	0.7	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	1.2	2.2	1.0	0.3	3.1	2.1	3.8	1.1	1.5	3.2	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.8	15.4	16.7	31.8	22.8	21.3	35.2	24.2	20.5	29.4	22.7	11.2
LnGrp LOS	C	B	B	C	C	C	D	C	C	C	C	B
Approach Vol, veh/h		1010			361			846			1092	
Approach Delay, s/veh		22.6			23.3			25.5			20.6	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.9	19.5	8.7	26.3	10.4	19.9	19.8	15.2				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	8.0	25.0	8.0	33.0	11.0	22.0	23.0	18.0				
Max Q Clear Time (g_c+l1), s	5.8	12.3	4.2	8.3	6.7	10.8	13.9	10.6				
Green Ext Time (p_c), s	0.1	3.1	0.0	2.1	0.1	3.3	1.9	0.7				
Intersection Summary												
HCM 6th Ctrl Delay				22.8								
HCM 6th LOS				C								

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

HCM 6th TWSC
4: Eucalyptus Avenue

Horizon Year No Project
PM Peak Hour

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	0	420	350	38	26	0
Future Vol, veh/h	0	420	350	38	26	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	560	467	51	35	0

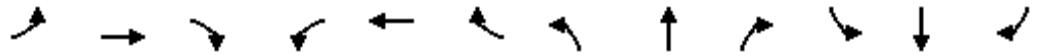
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	518	0	0	773	259
Stage 1	-	-	-	493	-
Stage 2	-	-	-	280	-
Critical Hdwy	4.1	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	3.5	3.3
Pot Cap-1 Maneuver	1058	-	-	340	746
Stage 1	-	-	-	585	-
Stage 2	-	-	-	748	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1058	-	-	340	746
Mov Cap-2 Maneuver	-	-	-	340	-
Stage 1	-	-	-	585	-
Stage 2	-	-	-	748	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	16.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1058	-	-	-	340
HCM Lane V/C Ratio	-	-	-	-	0.102
HCM Control Delay (s)	0	-	-	-	16.8
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.3

HCM 6th Signalized Intersection Summary
5: WLC Pkwy & Eucalyptus Avenue

Horizon Year No Project
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↘	↖	↗	↘		↗	↑↑↑	↗	↖	↑↑↑	↗
Traffic Volume (veh/h)	210	20	250	70	10	60	170	1370	140	110	1280	130
Future Volume (veh/h)	210	20	250	70	10	60	170	1370	140	110	1280	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	280	0	351	93	13	80	227	1827	187	147	1707	173
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	307	0	575	116	17	103	253	2795	868	172	2563	796
Arrive On Green	0.17	0.00	0.18	0.06	0.07	0.07	0.14	0.54	0.54	0.10	0.49	0.49
Sat Flow, veh/h	1810	0	3220	1810	230	1415	1810	5187	1610	1810	5187	1610
Grp Volume(v), veh/h	280	0	351	93	0	93	227	1827	187	147	1707	173
Grp Sat Flow(s),veh/h/ln	1810	0	1610	1810	0	1645	1810	1729	1610	1810	1729	1610
Q Serve(g_s), s	19.8	0.0	13.1	6.6	0.0	7.2	16.0	32.6	7.9	10.4	32.3	7.9
Cycle Q Clear(g_c), s	19.8	0.0	13.1	6.6	0.0	7.2	16.0	32.6	7.9	10.4	32.3	7.9
Prop In Lane	1.00		1.00	1.00		0.86	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	307	0	575	116	0	120	253	2795	868	172	2563	796
V/C Ratio(X)	0.91	0.00	0.61	0.80	0.00	0.78	0.90	0.65	0.22	0.85	0.67	0.22
Avail Cap(c_a), veh/h	362	0	768	181	0	228	292	2795	868	195	2563	796
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.63	0.63	0.63
Uniform Delay (d), s/veh	53.0	0.0	49.2	60.0	0.0	59.2	55.0	21.3	15.6	57.9	24.8	18.6
Incr Delay (d2), s/veh	24.1	0.0	1.1	12.8	0.0	10.2	25.7	1.2	0.6	18.3	0.9	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.0	0.0	5.4	3.4	0.0	3.4	8.8	12.2	3.0	5.5	12.3	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.1	0.0	50.3	72.8	0.0	69.4	80.6	22.5	16.2	76.2	25.7	19.0
LnGrp LOS	E	A	D	E	A	E	F	C	B	E	C	B
Approach Vol, veh/h		631			186			2241			2027	
Approach Delay, s/veh		62.2			71.1			27.9			28.8	
Approach LOS		E			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.4	74.1	12.4	27.2	22.2	68.2	26.1	13.5				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	14.0	56.0	13.0	31.0	21.0	49.0	26.0	18.0				
Max Q Clear Time (g_c+l1), s	12.4	34.6	8.6	15.1	18.0	34.3	21.8	9.2				
Green Ext Time (p_c), s	0.1	13.2	0.1	1.2	0.2	9.6	0.3	0.2				

Intersection Summary

HCM 6th Ctrl Delay	34.1
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
6: WLC Pkwy & SR-60 EB Ramps

Horizon Year No Project
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘		↗↗					↑↑↑	↗		↑↑	↗
Traffic Volume (veh/h)	160	0	1160	0	0	0	0	1390	250	0	360	250
Future Volume (veh/h)	160	0	1160	0	0	0	0	1390	250	0	360	250
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No					No		No		No	
Adj Sat Flow, veh/h/ln	1900	0	1900				0	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	184	0	1333				0	1598	287	0	414	287
Peak Hour Factor	0.87	0.87	0.87				0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	933	0	1461				0	2362	582	0	1305	582
Arrive On Green	0.52	0.00	0.52				0.00	0.72	0.72	0.00	0.24	0.24
Sat Flow, veh/h	1810	0	2834				0	6802	1610	0	3705	1610
Grp Volume(v), veh/h	184	0	1333				0	1598	287	0	414	287
Grp Sat Flow(s),veh/h/ln	1810	0	1417				0	1634	1610	0	1805	1610
Q Serve(g_s), s	3.6	0.0	28.0				0.0	8.6	5.0	0.0	6.1	10.0
Cycle Q Clear(g_c), s	3.6	0.0	28.0				0.0	8.6	5.0	0.0	6.1	10.0
Prop In Lane	1.00		1.00				0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	933	0	1461				0	2362	582	0	1305	582
V/C Ratio(X)	0.20	0.00	0.91				0.00	0.68	0.49	0.00	0.32	0.49
Avail Cap(c_a), veh/h	1002	0	1570				0	2362	582	0	1305	582
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	1.00	0.67	0.67
Upstream Filter(l)	1.00	0.00	1.00				0.00	0.63	0.63	0.00	0.73	0.73
Uniform Delay (d), s/veh	8.5	0.0	14.4				0.0	6.9	6.4	0.0	18.0	19.5
Incr Delay (d2), s/veh	0.1	0.0	8.1				0.0	1.0	1.9	0.0	0.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	9.0				0.0	1.6	1.3	0.0	2.2	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.6	0.0	22.5				0.0	7.9	8.3	0.0	18.1	20.0
LnGrp LOS	A	A	C				A	A	A	A	B	B
Approach Vol, veh/h		1517						1885			701	
Approach Delay, s/veh		20.8						8.0			18.9	
Approach LOS		C						A			B	
Timer - Assigned Phs		2		4				6				
Phs Duration (G+Y+Rc), s		27.5		37.5				27.5				
Change Period (Y+Rc), s		4.0		4.0				4.0				
Max Green Setting (Gmax), s		21.0		36.0				21.0				
Max Q Clear Time (g_c+l1), s		10.6		30.0				12.0				
Green Ext Time (p_c), s		7.2		3.5				2.3				
Intersection Summary												
HCM 6th Ctrl Delay			14.6									
HCM 6th LOS			B									

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

HCM 6th Signalized Intersection Summary
 7: WLC Pkwy/Theodore St & SR-60 WB Ramps

Horizon Year No Project
 PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	160	300	1050	500	310	300
Future Volume (veh/h)	160	300	1050	500	310	300
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	235	441	1544	735	456	441
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	264	1042	1760	2860	495	654
Arrive On Green	0.15	0.15	0.84	1.00	0.26	0.26
Sat Flow, veh/h	1810	1610	3510	3705	1900	1610
Grp Volume(v), veh/h	235	441	1544	735	456	441
Grp Sat Flow(s),veh/h/ln	1810	1610	1755	1805	1900	1610
Q Serve(g_s), s	16.6	0.0	35.1	0.0	30.4	29.1
Cycle Q Clear(g_c), s	16.6	0.0	35.1	0.0	30.4	29.1
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	264	1042	1760	2860	495	654
V/C Ratio(X)	0.89	0.42	0.88	0.26	0.92	0.67
Avail Cap(c_a), veh/h	278	1055	1760	2860	526	681
HCM Platoon Ratio	1.00	1.00	1.67	1.67	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.78	0.78	0.09	0.09
Uniform Delay (d), s/veh	54.5	11.1	8.1	0.0	46.8	31.5
Incr Delay (d2), s/veh	26.7	0.3	4.3	0.2	3.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.5	16.0	5.2	0.1	14.1	13.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	81.2	11.4	12.4	0.2	50.3	32.0
LnGrp LOS	F	B	B	A	D	C
Approach Vol, veh/h	676			2279	897	
Approach Delay, s/veh	35.7			8.5	41.3	
Approach LOS	D			A	D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		107.0		23.0	69.2	37.8
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		102.0		20.0	62.0	36.0
Max Q Clear Time (g_c+l1), s		2.0		18.6	37.1	32.4
Green Ext Time (p_c), s		4.9		0.4	7.1	1.5
Intersection Summary						
HCM 6th Ctrl Delay			20.9			
HCM 6th LOS			C			

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

HCM 6th Roundabout
2: Redlands Blvd & Eucalyptus Avenue

Horizon Year Plus Project
AM Peak Hour

Intersection									
Intersection Delay, s/veh 7.3									
Intersection LOS A									
Approach	EB		WB		NB		SB		
Entry Lanes	2		2		2		2		
Conflicting Circle Lanes	2		2		2		1		
Adj Approach Flow, veh/h	326		291		595		1594		
Demand Flow Rate, veh/h	332		300		595		1626		
Vehicles Circulating, veh/h	1164		710		539		268		
Vehicles Exiting, veh/h	176		424		957		742		
Ped Vol Crossing Leg, #/h	0		0		0		0		
Ped Cap Adj	1.000		1.000		1.000		1.000		
Approach Delay, s/veh	13.1		7.4		8.1		5.8		
Approach LOS	B		A		A		A		
Lane	Left	Right	Left	Right	Left	Right	Left	Right	Bypass
Designated Moves	L	LTR	LTR	R	LT	TR	LT	TR	R
Assumed Moves	L	LTR	LT	R	LT	TR	LT	TR	R
RT Channelized									Free
Lane Util	0.530	0.470	0.530	0.470	0.471	0.529	0.470	0.530	
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535	2.535	2.535	
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328	4.544	4.544	554
Entry Flow, veh/h	176	156	159	141	280	315	504	568	1938
Cap Entry Lane, veh/h	463	528	702	777	822	898	1113	1113	0.980
Entry HV Adj Factor	0.982	0.983	0.969	0.972	0.999	1.001	0.980	0.981	543
Flow Entry, veh/h	173	153	154	137	280	315	494	557	1900
Cap Entry, veh/h	454	519	681	755	821	899	1091	1091	0.286
V/C Ratio	0.380	0.296	0.226	0.182	0.341	0.351	0.453	0.510	0.0
Control Delay, s/veh	14.6	11.3	8.0	6.7	8.3	7.9	8.3	9.2	A
LOS	B	B	A	A	A	A	A	A	1
95th %tile Queue, veh	2	1	1	1	2	2	2	3	

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

HCM 6th TWSC
3: Eucalyptus Avenue

Horizon Year Plus Project
AM Peak Hour

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑↑		↘	
Traffic Vol, veh/h	30	420	280	5	0	10
Future Vol, veh/h	30	420	280	5	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	120	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	42	583	389	7	0	14

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	396	0	-	0	769
Stage 1	-	-	-	-	393
Stage 2	-	-	-	-	376
Critical Hdwy	4.1	-	-	-	6.8
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	2.2	-	-	-	3.5
Pot Cap-1 Maneuver	1174	-	-	-	342
Stage 1	-	-	-	-	657
Stage 2	-	-	-	-	670
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1174	-	-	-	330
Mov Cap-2 Maneuver	-	-	-	-	330
Stage 1	-	-	-	-	633
Stage 2	-	-	-	-	670

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1174	-	-	-	816
HCM Lane V/C Ratio	0.035	-	-	-	0.017
HCM Control Delay (s)	8.2	-	-	-	9.5
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

HCM 6th Roundabout
4: Eucalyptus Avenue

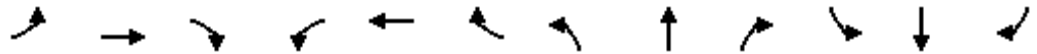
Horizon Year Plus Project
AM Peak Hour

Intersection						
Intersection Delay, s/veh	4.5					
Intersection LOS	A					
Approach	EB		WB		NB	SB
Entry Lanes	2		2		1	1
Conflicting Circle Lanes	1		1		2	2
Adj Approach Flow, veh/h	500		395		60	15
Demand Flow Rate, veh/h	535		434		71	27
Vehicles Circulating, veh/h	46		51		546	438
Vehicles Exiting, veh/h	419		566		35	47
Ped Vol Crossing Leg, #/h	0		0		0	0
Ped Cap Adj	1.000		1.000		1.000	1.000
Approach Delay, s/veh	4.5		4.3		5.6	6.9
Approach LOS	A		A		A	A
Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.469	0.531	0.470	0.530	1.000	1.000
Follow-Up Headway, s	2.535	2.535	2.535	2.535	2.535	2.535
Critical Headway, s	4.544	4.544	4.544	4.544	4.328	4.328
Entry Flow, veh/h	251	284	204	230	71	27
Cap Entry Lane, veh/h	1362	1362	1356	1356	893	979
Entry HV Adj Factor	0.936	0.933	0.909	0.909	0.845	0.556
Flow Entry, veh/h	235	265	185	209	60	15
Cap Entry, veh/h	1275	1271	1232	1233	754	544
V/C Ratio	0.184	0.209	0.150	0.170	0.080	0.028
Control Delay, s/veh	4.4	4.6	4.2	4.4	5.6	6.9
LOS	A	A	A	A	A	A
95th %tile Queue, veh	1	1	1	1	0	0

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

HCM 6th Signalized Intersection Summary
5: WLC Pkwy & Eucalyptus Avenue

Horizon Year Plus Project
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↘	↖	↗	↘		↗	↑↑↑	↗	↖	↑↑↑	↗
Traffic Volume (veh/h)	90	0	130	190	10	80	120	1550	50	10	1260	120
Future Volume (veh/h)	90	0	130	190	10	80	120	1550	50	10	1260	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	125	0	181	264	14	111	167	2153	69	14	1750	167
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	162	0	255	297	28	224	181	2978	924	41	2576	800
Arrive On Green	0.09	0.00	0.08	0.16	0.15	0.15	0.10	0.57	0.57	0.03	0.66	0.66
Sat Flow, veh/h	1810	0	3220	1810	183	1455	1810	5187	1610	1810	5187	1610
Grp Volume(v), veh/h	125	0	181	264	0	125	167	2153	69	14	1750	167
Grp Sat Flow(s),veh/h/ln	1810	0	1610	1810	0	1638	1810	1729	1610	1810	1729	1610
Q Serve(g_s), s	6.8	0.0	5.5	14.3	0.0	7.0	9.2	30.2	1.9	0.8	20.8	4.1
Cycle Q Clear(g_c), s	6.8	0.0	5.5	14.3	0.0	7.0	9.2	30.2	1.9	0.8	20.8	4.1
Prop In Lane	1.00		1.00	1.00		0.89	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	162	0	255	297	0	252	181	2978	924	41	2576	800
V/C Ratio(X)	0.77	0.00	0.71	0.89	0.00	0.50	0.92	0.72	0.07	0.34	0.68	0.21
Avail Cap(c_a), veh/h	326	0	580	326	0	295	181	2978	924	127	2576	800
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.72	0.72	0.72
Uniform Delay (d), s/veh	44.5	0.0	44.9	40.9	0.0	38.7	44.6	15.5	9.5	47.8	12.1	9.2
Incr Delay (d2), s/veh	7.6	0.0	3.6	23.3	0.0	1.5	45.4	1.6	0.2	3.5	1.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	2.3	8.2	0.0	2.9	6.1	10.0	0.7	0.4	5.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.1	0.0	48.5	64.2	0.0	40.3	90.0	17.1	9.6	51.3	13.1	9.7
LnGrp LOS	D	A	D	E	A	D	F	B	A	D	B	A
Approach Vol, veh/h		306			389			2389			1931	
Approach Delay, s/veh		50.0			56.5			22.0			13.1	
Approach LOS		D			E			C			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.3	61.4	20.4	11.9	14.0	53.7	12.9	19.4				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	7.0	41.0	18.0	18.0	10.0	38.0	18.0	18.0				
Max Q Clear Time (g_c+I1), s	2.8	32.2	16.3	7.5	11.2	22.8	8.8	9.0				
Green Ext Time (p_c), s	0.0	7.3	0.1	0.4	0.0	10.0	0.2	0.4				

Intersection Summary

HCM 6th Ctrl Delay	22.9
HCM 6th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
6: WLC Pkwy & SR-60 EB Ramps

Horizon Year Plus Project
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘		↗↗					↑↑↑	↗		↑↑	↗
Traffic Volume (veh/h)	270	0	920	0	0	0	0	1380	340	0	470	120
Future Volume (veh/h)	270	0	920	0	0	0	0	1380	340	0	470	120
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No					No		No		No	
Adj Sat Flow, veh/h/ln	1900	0	1900				0	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	321	0	1095				0	1643	405	0	560	143
Peak Hour Factor	0.84	0.84	0.84				0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	783	0	1226				0	3187	785	0	1760	785
Arrive On Green	0.43	0.00	0.43				0.00	0.16	0.16	0.00	0.16	0.16
Sat Flow, veh/h	1810	0	2834				0	6802	1610	0	3705	1610
Grp Volume(v), veh/h	321	0	1095				0	1643	405	0	560	143
Grp Sat Flow(s),veh/h/ln	1810	0	1417				0	1634	1610	0	1805	1610
Q Serve(g_s), s	12.2	0.0	35.7				0.0	23.0	23.0	0.0	13.7	7.7
Cycle Q Clear(g_c), s	12.2	0.0	35.7				0.0	23.0	23.0	0.0	13.7	7.7
Prop In Lane	1.00		1.00				0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	783	0	1226				0	3187	785	0	1760	785
V/C Ratio(X)	0.41	0.00	0.89				0.00	0.52	0.52	0.00	0.32	0.18
Avail Cap(c_a), veh/h	941	0	1474				0	3187	785	0	1760	785
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.33	0.33	1.00	0.33	0.33
Upstream Filter(l)	1.00	0.00	1.00				0.00	0.68	0.68	0.00	0.92	0.92
Uniform Delay (d), s/veh	19.6	0.0	26.2				0.0	31.2	31.2	0.0	27.3	24.7
Incr Delay (d2), s/veh	0.3	0.0	6.5				0.0	0.4	1.6	0.0	0.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.0	12.6				0.0	9.9	10.1	0.0	6.4	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.9	0.0	32.7				0.0	31.6	32.8	0.0	27.7	25.2
LnGrp LOS	B	A	C				A	C	C	A	C	C
Approach Vol, veh/h		1416						2048			703	
Approach Delay, s/veh		29.8						31.8			27.2	
Approach LOS		C						C			C	
Timer - Assigned Phs		2		4				6				
Phs Duration (G+Y+Rc), s		52.8		47.2				52.8				
Change Period (Y+Rc), s		4.0		4.0				4.0				
Max Green Setting (Gmax), s		40.0		52.0				40.0				
Max Q Clear Time (g_c+l1), s		25.0		37.7				15.7				
Green Ext Time (p_c), s		10.0		5.5				3.7				
Intersection Summary												
HCM 6th Ctrl Delay			30.4									
HCM 6th LOS			C									

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HCM 6th Signalized Intersection Summary
 7: WLC Pkwy/Theodore St & SR-60 WB Ramps

Horizon Year Plus Project
 AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↖↗	↑↑	↑	↗
Traffic Volume (veh/h)	60	510	1080	570	80	570
Future Volume (veh/h)	60	510	1080	570	80	570
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	68	580	1227	648	91	648
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	146	1111	2139	3030	361	436
Arrive On Green	0.08	0.08	1.00	1.00	0.19	0.19
Sat Flow, veh/h	1810	1610	3510	3705	1900	1610
Grp Volume(v), veh/h	68	580	1227	648	91	648
Grp Sat Flow(s),veh/h/ln	1810	1610	1755	1805	1900	1610
Q Serve(g_s), s	3.6	0.0	0.0	0.0	4.1	19.0
Cycle Q Clear(g_c), s	3.6	0.0	0.0	0.0	4.1	19.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	146	1111	2139	3030	361	436
V/C Ratio(X)	0.47	0.52	0.57	0.21	0.25	1.49
Avail Cap(c_a), veh/h	525	1448	2139	3030	361	436
HCM Platoon Ratio	1.00	1.00	1.67	1.67	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.87	0.87	0.09	0.09
Uniform Delay (d), s/veh	43.9	7.5	0.0	0.0	34.5	33.5
Incr Delay (d2), s/veh	2.3	0.4	0.3	0.1	0.2	219.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	16.2	0.1	0.1	1.8	37.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	46.2	7.9	0.3	0.1	34.6	253.4
LnGrp LOS	D	A	A	A	C	F
Approach Vol, veh/h	648			1875	739	
Approach Delay, s/veh	11.9			0.3	226.4	
Approach LOS	B			A	F	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		87.9		12.1	64.9	23.0
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		63.0		29.0	40.0	19.0
Max Q Clear Time (g_c+l1), s		2.0		5.6	2.0	21.0
Green Ext Time (p_c), s		4.2		2.5	5.3	0.0
Intersection Summary						
HCM 6th Ctrl Delay			53.8			
HCM 6th LOS			D			

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HCM 6th Roundabout
2: Redlands Blvd & Eucalyptus Avenue

Horizon Year Plus Project
PM Peak Hour

Intersection										
Intersection Delay, s/veh	17.1									
Intersection LOS	C									
Approach	EB		WB		NB		SB			
Entry Lanes	2		2		2		2			
Conflicting Circle Lanes	2		2		2		1			
Adj Approach Flow, veh/h	989		317		828		1050			
Demand Flow Rate, veh/h	989		349		828		1060			
Vehicles Circulating, veh/h	814		1402		980		245			
Vehicles Exiting, veh/h	179		406		823		1506			
Ped Vol Crossing Leg, #/h	0		0		0		0			
Ped Cap Adj	1.000		1.000		1.000		1.000			
Approach Delay, s/veh	24.2		19.5		23.4		4.5			
Approach LOS	C		C		C		A			
Lane	Left	Right	Left	Right	Left	Right	Left	Right	Bypass	
Designated Moves	L	LTR	LTR	R	LT	TR	LT	TR		R
Assumed Moves	L	LTR	LTR	R	LT	TR	LT	TR		R
RT Channelized										Free
Lane Util	0.530	0.470	0.470	0.530	0.470	0.530	0.471	0.529		
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535	2.535	2.535		
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328	4.544	4.544	312	
Entry Flow, veh/h	524	465	164	185	389	439	352	396	1919	
Cap Entry Lane, veh/h	638	711	372	431	548	617	1136	1136	0.990	
Entry HV Adj Factor	1.000	1.000	0.908	0.908	1.000	1.000	0.989	0.991	309	
Flow Entry, veh/h	524	465	149	168	389	439	348	393	1900	
Cap Entry, veh/h	639	711	338	391	548	617	1124	1126	0.163	
V/C Ratio	0.821	0.654	0.441	0.429	0.710	0.711	0.310	0.349	0.0	
Control Delay, s/veh	30.3	17.4	21.0	18.1	24.6	22.4	6.2	6.6	A	
LOS	D	C	C	C	C	C	A	A	1	
95th %tile Queue, veh	9	5	2	2	6	6	1	2		

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

HCM 6th TWSC
3: Eucalyptus Avenue

Horizon Year Plus Project
PM Peak Hour

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↗↗	↗↗		↘	
Traffic Vol, veh/h	10	420	350	0	5	30
Future Vol, veh/h	10	420	350	0	5	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	120	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	13	560	467	0	7	40

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	467	0	-	0	773
Stage 1	-	-	-	-	467
Stage 2	-	-	-	-	306
Critical Hdwy	4.1	-	-	-	6.8
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	2.2	-	-	-	3.5
Pot Cap-1 Maneuver	1105	-	-	0	340
Stage 1	-	-	-	0	603
Stage 2	-	-	-	0	726
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1105	-	-	-	336
Mov Cap-2 Maneuver	-	-	-	-	336
Stage 1	-	-	-	-	596
Stage 2	-	-	-	-	726

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	10.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	1105	-	-	652
HCM Lane V/C Ratio	0.012	-	-	0.072
HCM Control Delay (s)	8.3	-	-	10.9
HCM Lane LOS	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	0.2

HCM 6th Roundabout
4: Eucalyptus Avenue

Horizon Year Plus Project
PM Peak Hour

Intersection						
Intersection Delay, s/veh	4.8					
Intersection LOS	A					
Approach	EB		WB		NB	SB
Entry Lanes	2		2		1	1
Conflicting Circle Lanes	1		1		2	2
Adj Approach Flow, veh/h	508		427		52	51
Demand Flow Rate, veh/h	523		491		59	86
Vehicles Circulating, veh/h	104		41		571	495
Vehicles Exiting, veh/h	477		589		56	37
Ped Vol Crossing Leg, #/h	0		0		0	0
Ped Cap Adj	1.000		1.000		1.000	1.000
Approach Delay, s/veh	4.6		4.6		5.3	7.6
Approach LOS	A		A		A	A
Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.470	0.530	0.470	0.530	1.000	1.000
Follow-Up Headway, s	2.535	2.535	2.535	2.535	2.535	2.535
Critical Headway, s	4.544	4.544	4.544	4.544	4.328	4.328
Entry Flow, veh/h	246	277	231	260	59	86
Cap Entry Lane, veh/h	1292	1292	1368	1368	874	932
Entry HV Adj Factor	0.970	0.972	0.869	0.871	0.881	0.593
Flow Entry, veh/h	239	269	201	226	52	51
Cap Entry, veh/h	1254	1255	1189	1191	770	553
V/C Ratio	0.190	0.214	0.169	0.190	0.068	0.092
Control Delay, s/veh	4.5	4.7	4.5	4.7	5.3	7.6
LOS	A	A	A	A	A	A
95th %tile Queue, veh	1	1	1	1	0	0

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

HCM 6th Signalized Intersection Summary
5: WLC Pkwy & Eucalyptus Avenue

Horizon Year Plus Project
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↘	↖	↗	↘		↗	↑↑↑	↗	↖	↑↑↑	↖
Traffic Volume (veh/h)	300	20	220	70	10	60	140	1350	140	110	1260	180
Future Volume (veh/h)	300	20	220	70	10	60	140	1350	140	110	1260	180
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	400	0	311	93	13	80	187	1800	187	147	1680	240
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	426	0	786	116	17	103	212	2457	763	172	2342	727
Arrive On Green	0.24	0.00	0.24	0.06	0.07	0.07	0.12	0.47	0.47	0.10	0.45	0.45
Sat Flow, veh/h	1810	0	3220	1810	230	1415	1810	5187	1610	1810	5187	1610
Grp Volume(v), veh/h	400	0	311	93	0	93	187	1800	187	147	1680	240
Grp Sat Flow(s),veh/h/ln	1810	0	1610	1810	0	1645	1810	1729	1610	1810	1729	1610
Q Serve(g_s), s	28.2	0.0	10.5	6.6	0.0	7.2	13.2	36.4	9.0	10.4	34.2	12.5
Cycle Q Clear(g_c), s	28.2	0.0	10.5	6.6	0.0	7.2	13.2	36.4	9.0	10.4	34.2	12.5
Prop In Lane	1.00		1.00	1.00		0.86	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	426	0	786	116	0	120	212	2457	763	172	2342	727
V/C Ratio(X)	0.94	0.00	0.40	0.80	0.00	0.78	0.88	0.73	0.25	0.85	0.72	0.33
Avail Cap(c_a), veh/h	459	0	941	181	0	228	223	2457	763	181	2342	727
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.62	0.62	0.62
Uniform Delay (d), s/veh	48.8	0.0	41.1	60.0	0.0	59.2	56.5	27.6	20.4	57.9	28.9	23.0
Incr Delay (d2), s/veh	26.4	0.0	0.3	12.8	0.0	10.2	30.1	2.0	0.8	20.5	1.2	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.8	0.0	4.2	3.4	0.0	3.4	7.6	14.2	3.6	5.6	13.4	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.2	0.0	41.5	72.8	0.0	69.4	86.6	29.6	21.1	78.4	30.1	23.7
LnGrp LOS	E	A	D	E	A	E	F	C	C	E	C	C
Approach Vol, veh/h		711			186			2174			2067	
Approach Delay, s/veh		60.5			71.1			33.7			32.8	
Approach LOS		E			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.4	65.6	12.4	35.7	19.2	62.7	34.6	13.5				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	13.0	50.0	13.0	38.0	16.0	47.0	33.0	18.0				
Max Q Clear Time (g_c+l1), s	12.4	38.4	8.6	12.5	15.2	36.2	30.2	9.2				
Green Ext Time (p_c), s	0.0	8.4	0.1	1.2	0.0	7.6	0.4	0.2				

Intersection Summary

HCM 6th Ctrl Delay	38.4
HCM 6th LOS	D

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary
6: WLC Pkwy & SR-60 EB Ramps

Horizon Year Plus Project
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	0	1180	0	0	0	0	1450	270	0	370	250
Future Volume (veh/h)	160	0	1180	0	0	0	0	1450	270	0	370	250
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No					No		No			No
Adj Sat Flow, veh/h/ln	1900	0	1900				0	1900	1900	0	1900	1900
Adj Flow Rate, veh/h	184	0	1356				0	1667	310	0	425	287
Peak Hour Factor	0.87	0.87	0.87				0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0				0	0	0	0	0	0
Cap, veh/h	943	0	1477				0	2326	573	0	1284	573
Arrive On Green	0.52	0.00	0.52				0.00	0.24	0.24	0.00	0.24	0.24
Sat Flow, veh/h	1810	0	2834				0	6802	1610	0	3705	1610
Grp Volume(v), veh/h	184	0	1356				0	1667	310	0	425	287
Grp Sat Flow(s),veh/h/ln	1810	0	1417				0	1634	1610	0	1805	1610
Q Serve(g_s), s	3.5	0.0	28.6				0.0	15.2	10.9	0.0	6.3	10.0
Cycle Q Clear(g_c), s	3.5	0.0	28.6				0.0	15.2	10.9	0.0	6.3	10.0
Prop In Lane	1.00		1.00				0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	943	0	1477				0	2326	573	0	1284	573
V/C Ratio(X)	0.20	0.00	0.92				0.00	0.72	0.54	0.00	0.33	0.50
Avail Cap(c_a), veh/h	1002	0	1570				0	2326	573	0	1284	573
HCM Platoon Ratio	1.00	1.00	1.00				1.00	0.67	0.67	1.00	0.67	0.67
Upstream Filter(l)	1.00	0.00	1.00				0.00	0.50	0.50	0.00	0.72	0.72
Uniform Delay (d), s/veh	8.3	0.0	14.3				0.0	21.7	20.1	0.0	18.4	19.8
Incr Delay (d2), s/veh	0.1	0.0	8.7				0.0	1.0	1.8	0.0	0.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	9.3				0.0	5.5	3.9	0.0	2.2	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.4	0.0	23.0				0.0	22.7	21.9	0.0	18.5	20.3
LnGrp LOS	A	A	C				A	C	C	A	B	C
Approach Vol, veh/h		1540						1977			712	
Approach Delay, s/veh		21.3						22.6			19.2	
Approach LOS		C						C			B	
Timer - Assigned Phs		2		4				6				
Phs Duration (G+Y+Rc), s		27.1		37.9				27.1				
Change Period (Y+Rc), s		4.0		4.0				4.0				
Max Green Setting (Gmax), s		21.0		36.0				21.0				
Max Q Clear Time (g_c+l1), s		17.2		30.6				12.0				
Green Ext Time (p_c), s		3.1		3.3				2.3				
Intersection Summary												
HCM 6th Ctrl Delay			21.5									
HCM 6th LOS			C									

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

HCM 6th Signalized Intersection Summary
 7: WLC Pkwy/Theodore St & SR-60 WB Ramps

Horizon Year Plus Project
 PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	160	310	1110	500	310	300
Future Volume (veh/h)	160	310	1110	500	310	300
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	235	456	1632	735	456	441
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	265	1042	1759	2860	495	655
Arrive On Green	0.15	0.15	0.84	1.00	0.26	0.26
Sat Flow, veh/h	1810	1610	3510	3705	1900	1610
Grp Volume(v), veh/h	235	456	1632	735	456	441
Grp Sat Flow(s),veh/h/ln	1810	1610	1755	1805	1900	1610
Q Serve(g_s), s	16.6	0.0	44.1	0.0	30.4	29.1
Cycle Q Clear(g_c), s	16.6	0.0	44.1	0.0	30.4	29.1
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	265	1042	1759	2860	495	655
V/C Ratio(X)	0.89	0.44	0.93	0.26	0.92	0.67
Avail Cap(c_a), veh/h	278	1055	1759	2860	526	681
HCM Platoon Ratio	1.00	1.00	1.67	1.67	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.74	0.74	0.09	0.09
Uniform Delay (d), s/veh	54.4	11.3	8.9	0.0	46.8	31.5
Incr Delay (d2), s/veh	26.7	0.3	7.1	0.2	3.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.5	16.5	6.1	0.1	14.1	13.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	81.1	11.6	16.0	0.2	50.3	32.0
LnGrp LOS	F	B	B	A	D	C
Approach Vol, veh/h	691			2367	897	
Approach Delay, s/veh	35.2			11.0	41.3	
Approach LOS	D			B	D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		107.0		23.0	69.1	37.8
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		102.0		20.0	62.0	36.0
Max Q Clear Time (g_c+l1), s		2.0		18.6	46.1	32.4
Green Ext Time (p_c), s		4.9		0.4	6.5	1.5
Intersection Summary						
HCM 6th Ctrl Delay			22.1			
HCM 6th LOS			C			

Attachment: CC Resolution for Addendum Exhibit A Addendum to the EIR (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

STATEMENT OF OVERRIDING CONSIDERATIONS

The previously certified EIR identified five significant and unavoidable environmental impacts which could be expected from the construction and operation of the project. The Addendum for the proposed Project has determined that none of the five impacts will be greater than that shown in the EIR and that three of the five impacts will be substantially reduced through the development of the proposed Project.

The City Council, in Section VII of Resolution No. 2009-08, adopted a Statement of Overriding Considerations, explaining why the Project's benefits to the City outweighed its expected significant and unavoidable environmental impacts. The reduction of potential commercial development called for in the proposed Project and the increase in the area available for the expansion of logistics facility is justified because there has been no market for commercial development within the Corporate Park site for the last nine years whereas there is a current need for additional logistics facilities. The expansion of the existing logistics facilities will result in new jobs, LEED certification of the new facility and a demonstration of the City's commitment to the continued development of the City's eastern area as called for in the City's Economic Development Action Plan, adopted by the City Council originally in 2011 and then again in 2013.

Accordingly, the Planning Commission recommends that the City Council readopt the Statement of Overriding Considerations and restate its conclusion that the benefits from the development of the proposed Project outweigh the significant and unavoidable impacts identified in the EIR and analyzed in the Addendum.

RESOLUTION NO. 2009-08

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MORENO VALLEY, CALIFORNIA, CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT (P07-157), ADOPTION OF THE FINDINGS AND STATEMENT OF OVERRIDING CONSIDERATIONS, AND APPROVAL OF THE MITIGATION MONITORING PROGRAM FOR THE HIGHLAND FAIRVIEW CORPORATE PARK PROJECT, GENERALLY LOCATED ADJACENT TO AND SOUTH OF HIGHWAY 60 ALONG FUTURE EUCALYPTUS AVENUE (FIR AVENUE) BETWEEN REDLANDS BOULEVARD AND THEODORE STREET

WHEREAS, on February 3, 2009, the City Council of the City of Moreno Valley held a public hearing to consider the proposed project, which includes a tentative parcel map to subdivide a 158 gross acre site (265.3 acres including offsite improvements and drainage) into four buildable parcels and two primary parcels dedicated for freeway improvement purposes (thirteen parcels overall to include lettered lots for public access and dedication) with a first phase plot plan for an approximately 1,820,000 square foot warehouse industrial building on approximately 83 acres, and a total of approximately 2,620,000 square foot of building for all phases of development. The project also includes related offsite improvements and drainage. The project site currently lies within the BP (Business Park) and CC (Community Commercial) land use districts and will require a change of zone to LI (Light Industrial) to allow the proposed industrial structures and a General Plan Amendment to move a planned multi-use trail from the south side to the north side of future Eucalyptus Avenue (Fir Avenue), eliminate a planned multi-use trail along the Sinclair Street alignment over Highway 60, and the adjustment of parcel lines and land use for two parcels located in the CC land use district, and to consider all environmental documentation;

WHEREAS, the project includes applications for a Change of Zone (PA07-0088), General Plan Amendment (PA07-0089), phasing (P08-057) tentative parcel map (PA07-0090) and a plot plan (PA07-0091). All are related but will be included in separate resolutions with individual findings and shall not be approved unless the Environmental Impact Report (P07-157) is certified and approved.

WHEREAS, a Draft Environmental Impact Report (DEIR) was initially prepared for this project. Said DEIR was initially circulated for review on August 5, 2008, while the review period ended on September 19, 2008. A Final EIR, (including the Draft EIR dated August 4, 2008, and responses to comments), has been completed and is being recommended for certification, prior to the approval of discretionary permits related to the project.

WHEREAS, on January 8, 2009, the Planning Commission conducted a public

hearing to consider the proposed project, or the Highland Fairview Corporate Park project consisting of a tentative parcel map to subdivide a 158 gross acre portion of land into four (4) separate buildable parcels and two primary parcels dedicated for freeway improvement purposes (thirteen parcels overall to include lettered lots for public access and dedication purposes.), and a first phase plot plan for an approximately 1,820,000 square foot warehouse industrial building on approximately 83 acres and a total of approximately 2,620,000 square foot of building for all phases of development, and a related Change of Zone and General Plan Amendment, and to consider environmental documentation in its final form;

WHEREAS, on January 15, 2009, the Planning Commission conducted a continued public meeting and forwarded the project to the City Council for consideration;

WHEREAS on February 3, 2009 and February 10, 2009, the City Council reviewed in full the Final EIR, the Statement of Overriding Considerations and Mitigation Monitoring Program;

WHEREAS, the draft and final EIR concerning the proposed Highland Fairview Corporate Park Project were prepared in sufficient detail and duly circulated in compliance with the California Environmental Quality Act (CEQA), the State CEQA Guidelines and the City of Moreno Valley Rules and Procedures to Implement CEQA;

WHEREAS, the comment period for the draft Environmental Impact Report (EIR) for the Highland Fairview Corporate Park Project began on August 5, 2008, while said document was circulated for a 45 day period to the public and to responsible agencies for comments, concluding on September 19, 2008;

WHEREAS, on December 19, 2008, the City published a Notice of Availability in the local newspaper (Press Enterprise), posted the Notice of Availability at the Riverside County Clerk's office, and distributed copies of the draft Final EIR to the State Clearinghouse, local agencies and other interested parties;

WHEREAS, since August 5, 2008, copies of the draft EIR have been made available to the public at the City's offices, on the City's website and at the City's public library;

WHEREAS, the final public comment period closed on September 19, 2008, and the City has prepared responses, which have been included in the Final EIR, to all comments received by that date and through the month of October;

WHEREAS, the Final EIR recommended to the City Council includes all responses to comments thereon;

WHEREAS, the final EIR includes a review of potential impacts associated with the implementation of the Highland Fairview Corporate Park Project, including, but not limited to land use, traffic and circulation, air quality, noise and aesthetics, light and glare. A

statement of overriding considerations is provided for environmental impacts related to aesthetics, agriculture, air quality, noise as well as climate change and greenhouse gas emissions;

WHEREAS, a Mitigation Monitoring Program has been completed to ensure that all of the mitigation measures outlined in the final EIR are implemented, and

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

NOW, THEREFORE, the City Council of the City of Moreno Valley does hereby resolve as follows:

1. The Planning Commission hereby recommends that the City Council certify that the final Environmental Impact Report (EIR) for the Highland Fairview Corporate Park Project on file with the Community and Development Department, incorporated herein by this reference, has been completed in compliance with the California Environmental Quality Act, that the Planning Commission reviewed and considered the information contained in the final EIR and that the final EIR reflects the City's independent judgment and analysis; and
2. The Planning Commission recommends that the City Council hereby adopt the Findings and Statement of Overriding Considerations regarding the final EIR for the Highland Fairview Corporate Park Project, attached hereto as Exhibit A; and
3. The Planning Commission recommends that the City Council hereby approve the Mitigation Monitoring Program for the final EIR for the proposed Highland Fairview Corporate Park project, attached hereto as Exhibit B.

APPROVED AND ADOPTED this 10th day of February, 2009.

SIGNATURE PAGE FOLLOWS.

Richard A. Santos

Mayor

ATTEST:

Jane Halburd

City Clerk

2009 FEB 10 10:00 AM

APPROVED AS TO FORM:

Robert D. Henrich

City Attorney

RESOLUTION JURAT

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF MORENO VALLEY)

I, Jane Halstead, City Clerk of the City of Moreno Valley, California, do hereby certify that Resolution No. 2009-08 was duly and regularly adopted by the City Council of the City of Moreno Valley at a regular meeting thereof held on the 10th day of February, 2009 by the following vote:

AYES: Council Members Batey, Hastings, Molina, Mayor Pro Tem Flickinger and Mayor Stewart

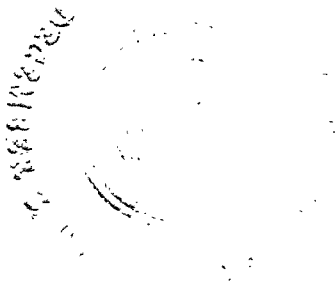
NOES: None

ABSENT: None

ABSTAIN: None


CITY CLERK

(SEAL)



Resolution No. 2009-08
Date Adopted: February 10, 2009

**Facts, Findings and Statement of Overriding Considerations
Regarding the Environmental Effects of the Approval of the
Highland Fairview Corporate Park Project
(State Clearinghouse No. 2007101132)**

I. INTRODUCTION

The City Council of Moreno Valley (the "Council") in approving the Highland Fairview Corporate Park project (the "Project"), makes the Findings described below and adopts the Statement of Overriding Considerations presented at the end of the Findings. The Findings are based upon the entire record before the Council, as described in Section III below, including the Environmental Impact Report ("EIR") prepared for the Project by the City, acting as the lead agency under the California Environmental Quality Act ("CEQA").

II. PROJECT SUMMARY

A. PROJECT DESCRIPTION

The Project consists of the development of a corporate park in three phases comprising a 1,820,000 square foot ("sf") logistics (i.e., warehouse and distribution) building, which will be leased to Skechers, and 80,000 sf of commercial facilities in Phase 1; a second 600,000 sf logistics building in Phase 2; and 120,000 sf of commercial facilities in Phase 3. The Project will affect three different areas which, together, will contain approximately 265 acres: the Project Site which will contain approximately 125 acres which will be developed and approximately 33 acres which will be dedicated or improved for various improvements and utility extensions; and approximately 23 acres, located south of the Project Site, which will be used for drainage purposes in connection with the development of the Project Site. The Project Site is bounded on the north by State Route 60 ("SR-60"), on the east by Theodore Street, on the south by future Eucalyptus Avenue (approximately on the current alignment of Fir Avenue) and on the west by Redlands Boulevard.

The eastern and western portions of the Project Site are currently designated for Commercial uses in the City's General Plan and are zoned for Community Commercial uses. The center of the Project Site is designated for Business Park/Light Industrial use in the General Plan and is zoned for Business Park uses. The development of the Project requires a General Plan amendment to increase the commercial area on the western portion of the Project Site, to reduce the commercial area on the eastern portion of the Project Site, to amend the City's Master Plan of Trails and to amend the Circulation Element of its General Plan to make future Eucalyptus Avenue a four lane divided arterial street with a median; a zone change to reflect the changes in the areas designated for Commercial and Business Park uses; a change in the zoning in the center of the

Project Site from Business Park to Light Industrial; a tentative parcel map to create four parcels on which development will occur, three parcels which will be used for SR-60 improvements and six parcels which will serve as common areas; the approval of the Plot Plan for the development planned for Parcel 1; the approval of alternate work hours during the construction period; and future discretionary approvals needed to complete the development of the Project.

B. PROJECT OBJECTIVES

The objectives for the Project are to:

1. Perform construction in an accelerated manner in order to meet Skechers' occupancy needs;
2. Provide additional employment opportunities;
3. Provide logistic facilities in a single building containing at least 1,800,000 sf to allow for the consolidation of several existing Skechers' logistics facilities into one;
4. Plan for, and entitle, the Project Site to allow for the possibility of adding another building containing up to 600,000 sf to account for future growth in the need for logistics facilities;
5. Provide logistics facilities on land with immediate access to State Route-60 to minimize the use of City streets;
6. Provide the City with new jobs and revenues from the construction and operation of the logistics facilities;
7. Construct the logistics facilities in a manner that maximizes the use of green technology; and
8. Develop the Project Site to ensure an adequate rate of return on the Project applicant's investment.

III. ENVIRONMENTAL REVIEW AND PUBLIC PARTICIPATION

The City has conducted an extensive environmental review of the Project to ensure that both the City's decision makers and the public are fully informed about potential significant environmental effects of the Project; to identify ways that environmental damage can be avoided or significantly reduced; to prevent significant, avoidable damage to the environment by requiring changes in the Project through the use of mitigation measures which have been found to be feasible; and to disclose to the public the reasons why the City has approved the Project in the manner chosen in light of the significant

environmental effects which have been identified in the EIR. In order to do this, the City, as the lead agency under CEQA, has done all of the following:

1. Prepared and distributed an Initial Study/Notice of Preparation, dated October 29, 2007, a copy of which was circulated the following day through the State Clearinghouse to various state agencies for their comments;
2. Sent the Initial Study/Notice of Preparation, which contained the notice of a scoping meeting to be held on November 26, 2007, to each of the governmental agencies, organizations and individuals shown on the distribution list for the Notice of Preparation/Initial Study, Appendix A to the Draft EIR, on October 29, 2007;
3. Held a public scoping meeting on November 26, 2007, to solicit comments from the public on what should be analyzed in the EIR;
4. Sent a Notice of Completion and a copy of the Draft EIR to the State Clearinghouse on August 4, 2008;
5. Filed a Notice of Availability with the Clerk of the Riverside County Board of Supervisors on August 4, 2008, informing the public that the Draft EIR was available for public review for a 45 day period beginning on August 6, 2008, and ending on September 19, 2008;
6. Mailed the Notice of Availability to all organizations and individuals who had previously requested the Notice on August 4, 2008;
7. Mailed the Notice of Availability to all residents and property owners within 300 feet of the Project Site on August 4, 2008;
8. Provided copies of the Draft EIR to 132 public agencies, organizations and individuals on August 4, 2008;
9. Placed copies of the Draft EIR on the City's website, at the City's Planning Department's public counter and at the public library located at 25480 Alessandro Boulevard on August 4, 2008;
10. Published the Notice of Availability on August 8, 2008, in the Press Enterprise, which is the newspaper of general circulation which has the largest circulation in the areas affected by the Project;
11. Prepared responses to comments on the Draft EIR received during and after the 45 day comment period on the Draft EIR, which have been included in the Final EIR;

12. Published a Notice on December 19, 2008, in the Press Enterprise, a newspaper of general circulation which has the largest circulation in the areas affected by the Project, that the City's Planning Commission would hold a public hearing on January 8, 2009, to consider the Final EIR and the Project in order to provide recommendations to the Council;
13. Sent copies of the Final EIR on December 19, 2008, to all public agencies, organizations and individuals who had submitted comments;
14. Held a public hearing of the City's Planning Commission to consider the adequacy of the Final EIR on January ___, 2009, and, at the conclusion of the hearing, recommended that the Council certify that the Final EIR had been prepared in full compliance with CEQA;
15. Published a notice on January ___, 2009, in the Press Enterprise, a newspaper of general circulation which has the largest circulation in the areas affected by the Project, that the Council would hold a public hearing on January ___, 2009, to consider certification of the Final EIR as having been prepared in compliance with CEQA and the approval of the Project;
16. Mailed notice of the Council's hearing to all residents and property owners within 300 feet of the Project Site on January ___, 2009;
17. Sent notice of the Council's hearing to all organizations and individuals who had previously requested notification of anything having to do with the Project on January ___, 2009; and
18. Held a public hearing of the Council on January ___, 2009, and, after full consideration of all comments, written and oral, certified that the Final EIR had been completed in compliance with CEQA and approval of the Project.

All of the documents identified above and all of the documents which are required to be part of the record pursuant to Public Resources Code § 21167.6(e) are on file with the City's Community Development Department, Planning Division, located at 14177 Frederick Street, Moreno Valley, CA 92552-0805. Questions should be directed to Mark Gross, AICP, Senior Planner, in the Division.

A. INDEPENDENT JUDGMENT FINDING

Finding: The Final EIR for the Project reflects the City's and the Council's independent judgment and analysis.

Factual Basis for the Finding: The EIR was prepared by Michael Brandman Associates, an independent consulting firm, under the supervision and direction of Planning Division staff of

the City's Community Development Department and was thoroughly reviewed by the Chambers Group, an expert consultant hired by the City to provide independent peer review and assure the exercise of thorough and independent review and judgment by the City. The Council, as the City's final decision making body for the Project, received and reviewed the Final EIR and the comments, both written and oral, provided by public agencies and members of the public prior to certifying that the Final EIR complied with CEQA. The participation of City Staff in selection and approval of Michael Brandman Associates as the EIR Consultant, the professional qualifications and reputation of the EIR Consultant, the supervision and direction of the EIR Consultant by the City Staff, the thorough and independent review of the Draft and Final EIRs, including comments and responses to comments, by both the City Staff and the Chambers Group and the review and careful consideration by the City Council of the Final EIR, comments and responses to comments all conclusively show that the Final EIR is the product of and reflects the independent judgment and analysis of the City as the Lead Agency, and of the City Council as its governing body.

B. FINDING OF THE ABSENCE OF ANY NEED TO RECIRCULATE THE FINAL EIR

Finding: The Council finds that the Final EIR does not add significant new information to the Draft EIR that would require recirculation of the Project EIR.

Factual Basis for the Finding: The Council recognizes that the Final EIR incorporates information obtained and produced after the Draft EIR was completed and that the Final EIR contains additions, clarifications and minor modifications to the Draft EIR. The Council has reviewed and considered the Final EIR and all of the information contained in it and has determined that the new information added to the Final EIR does not involve a new significant environmental impact, a substantial increase in the severity of an environmental impact nor a feasible

mitigation measure or an alternative considerably different from others previously analyzed that the Project applicant declined to adopt and that would clearly lessen the significant environmental impacts of the Project. No information provided to the Council indicates that the Draft EIR was inadequate or conclusory or that the public was deprived of a meaningful opportunity to review and comment on the Draft EIR.

C. GENERAL TREATMENT OF MITIGATION MEASURES

It is the Council's intention to adopt all mitigation measures recommended by the Final EIR. If a measure has been omitted from the Conditions of Approval, from the Findings or from the Mitigation Monitoring Program (the "MMP"), a copy of which is attached as Exhibit A and which is hereby adopted, that mitigation measure shall be deemed to be adopted pursuant to this paragraph.

In addition, all Conditions of Approval and the MMP repeating or rewording mitigation measures recommended in the Final EIR are intended to be substantially similar to the mitigation measures as stated in the Final EIR and are found to be equally effective in avoiding or lessening the identified environmental impact.

IV. ENVIRONMENTAL IMPACTS AND FINDINGS

Based on the Initial Study, Appendix A.2 to the Draft EIR, and the responses to the Notice of Preparation, the EIR analyzed 16 potential areas where significant environmental impacts could result from the development of the Project. Five of those, aesthetics, agricultural resources, air quality, noise and global climate change and greenhouse gases, were found to have significant and unavoidable environmental impacts after the imposition of all feasible mitigation measures. The remaining 11 areas, biology, cultural resources, geology, hazards and hazardous materials, hydrology, land use and planning, mineral resources, population, housing and employment, public services, transportation and traffic and utilities and service systems were found to have either no significant and unavoidable environmental impacts or that the environmental impacts could be mitigated into a level of insignificance. The description of each environmental area, the potential impacts and the feasible mitigation measures are set forth in Sections 5 and 6 of the Draft EIR together with the changes and additions set forth in Section 4 of the Final EIR.

A. IMPACTS IDENTIFIED IN THE EIR AS LESS THEN SIGNIFICANT REQUIRING NO MITIGATION

1. AESTHETICS

- a. Potential Significant Impact:** Damage to scenic resources (Impact 5.1-2)

Finding: The Project will not substantially damage scenic resources, including, but not limited to trees, rock outcroppings and historic buildings visible from a State scenic highway.

Factual Basis for the Finding: As discussed in Sections 5.1 and 5.2 of the Draft EIR and as shown in the Aesthetics Assessment, Appendix M.1 to the Draft EIR, the Project Site is flat, having been used for farming in the past and contains no trees, rock outcroppings or historic buildings within any State scenic highway.

- b. Potential Significant Impact:** Degradation of the existing visual character or quality of the Project Site and its surroundings (Impact 5.1-3)

Finding: The Project will not substantially degrade the existing visual character or quality of the Project Site or its surroundings.

Factual Basis for the Finding: As discussed on pages 5.1-25-26 of the Draft EIR, the development of the Project will introduce urban development into an area of the City that has historically been used for ranching and agricultural purposes. However, the City's General Plan has identified the Project Site for business park and commercial development with the recognition that the visual attributes of the Project Site will change. That change is a continuation of planned development that is visually compatible with the proposed future urbanization of the area surrounding the Project Site.

2. AGRICULTURAL RESOURCES

- a. Potential Significant Impact:** Conflict with existing zoning for agricultural use or a Williamson Act contract (Impact 5.2-2)

Finding: The Project does not conflict with existing zoning for agricultural use or a Williamson Act contract.

Factual Basis for the Finding: As discussed on page 5.2-5 of the Draft EIR and in the Agricultural Resources Report and Land Evaluation and Site Assessment and the Agricultural Impact Evaluation, Appendices B.1 and B.2 to the Draft EIR, the Project Site is zoned as Business Park and Commercial and is not subject to a Williamson Act contract.

b. Potential Significant Impact: Conversion of other farmland to nonagricultural use (Impact 5.2-3)

Finding: The Project will cause changes in the existing environment which could result in the conversion of other farmland to nonagricultural use. However, such changes will not rise to a level of significance because the surrounding farmland is designated for development in the City's General Plan and is not suitable for farming in the long term in any event.

Factual Basis for the Finding: As discussed on page 5.2-6 of the Draft EIR and in the Agricultural Resources Report and Land Evaluation and Site Assessment and the Agricultural Impact Evaluation, Appendices B.1 and B.2 to the Draft EIR, the Project Site and the area surrounding the Project Site are vacant and, in the past, have been used for dry land farming. However, the development of the Project would not, by itself, in any way limit the use of adjacent land for agricultural purposes. Moreover, the surrounding land is designated for urban use with the understanding that whatever limited agricultural use now exists will not continue to exist for much longer.

Moreover, as discussed on pages 5.2-1 and -6-7 of the Draft EIR and in the Agricultural Resources Report and Land Evaluation and Site Assessment and the Agricultural Impact Evaluation, Appendices B.1 and B.2 to the Draft EIR, the City's General Plan recognizes that farming has become less economically viable because of the high cost of water, the cost of land and property taxes, conflicts with surrounding urban uses and the lack of agri-business support in the area. Although land near the Project Site does contain land which has been identified by the California Department of Conservation as suitable for farming, the absence of an agricultural "infrastructure" – crop managers, labor, farm implements and processing

facilities – in the vicinity, the cost of bringing suitable water to the Project Site, the cost of the water itself and the fact that the sale of the products which could be grown if water were available would not cover the costs of production means that the land near the Project Site cannot be realistically considered as an agricultural resource.

3. AIR QUALITY

- a. **Potential Significant Impact:** Conflict with, or obstruction of, implementation of the applicable air quality plan (Impact 5.3-1)

Finding: The Project will not conflict with, nor will it obstruct implementation of, the applicable air quality plan.

Factual Basis for the Finding: As discussed on pages 5.3-22-23 of the Draft EIR and in the Air Quality and Health Risk Report, Appendix D.1 to the Draft EIR, the Project is consistent with the Air Quality Management Plan prepared by the South Coast Air Quality Management District because, as set forth in Response 20-2 on page 3-94 of the Final EIR, the number of trips generated under the existing General Plan land use designation, which forms the basis for the Air Quality Management Plan, contemplates vehicle trips substantially in excess of those which will result once the Project is fully developed.

- b. **Potential Significant Impact:** Creation of objectionable odors (Impact 5.3-5)

Finding: The Project will not create objectionable odors affecting substantial numbers of people.

Factual Basis for the Finding: As discussed on page 5.3-54 of the Draft EIR and in the Air Quality and Health Risk Report, Appendix D.1 to the Draft EIR, the project will not contain land uses typically associated with emitting objectionable odors. Diesel exhaust and volatile organic compounds would be emitted during construction and operation of the project, which may be objectionable; however, emissions would disperse rapidly from the project site

and therefore will not be at a level that would induce any significant negative response.

4. **BIOLOGICAL RESOURCES**

- a. **Potential Significant Impact:** Substantial adverse impact on habitat (Impact 5.4-2)

Finding: The Project will not have a substantial adverse affect 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 the U.S.A. Fish and Wildlife Service.

Factual Basis for the Finding: As discussed on page 5.4-31 of the Draft EIR and in the Habitat Assessment and MSHCP Consistency Analysis, Appendix C.1 to the Draft EIR, the Project Site does not contain any riparian habitat nor does it contain any habitat for either sensitive plants or wildlife.

- b. **Potential Significant Impact:** Substantial adverse effect on protected wetlands (Impact 5.4-3)

Finding: The Project will not have any effect on federally protected wetlands as defined by Section 404 of the Clean Water Act.

Factual Basis for the Finding: As discussed on page 5.4-31 of the Draft EIR and in the Habitat Assessment and MSHCP Consistency Analysis and the Delineation of Jurisdictional Waters and Wetlands, Tentative Parcel Map No. 35629 and Associated Offsite Areas, Appendices C.1 and C.2 to the Draft EIR, there are no wetlands or wetland vegetation on the Project Site.

- c. **Potential Significant Impact:** Interference with migratory wildlife corridors (Impact 5.4-4)

Finding: The Project will not interfere with the movement of native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors nor impede the use of native wildlife nursery sites.

Factual Basis for the Finding: As discussed on pages 5.4-31-32 of the Draft EIR and in the Habitat Assessment and MSHCP Consistency Analysis, Appendix C.1 to the Draft EIR, no wildlife movement corridors occur on, or directly adjacent to, the Project Site nor will there be any impact on native wildlife nursery sites because no such sites were observed on, or directly adjacent to, the Project Site.

4. GEOLOGY AND SOILS

- a. **Potential Significant Impact:** Exposure of people or structures to potential substantial adverse effects (Impact 5.6-1)

Finding: The Project will not expose people or structures to 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 Project Site or based on other substantial evidence of a known fault; (ii) strong seismic ground shaking; (iii) seismic-related ground failure, including liquefaction; and (iv) landslides.

Factual Basis for the Finding: As discussed on pages 5.6-1-15 and Responses 15-1-5 on pages 3-137-138 of the Final EIR and in the geotechnical studies, Appendix F to the Draft EIR, the Project Site is not located in an area that is underlain by any active fault segments although there may be unnamed fault splays nearby. The Project Site is located in an area where there is a moderate potential for liquefaction. However, liquefaction occurs only when groundwater is present within 50 feet of the surface, something which exploratory wells have shown does not occur on the Project Site. The combination of required setbacks and adherence to the structural design requirements set forth in the California Building Code means that the chances of substantial adverse effects will be no greater on the Project Site than anywhere else in Southern California.

Although no mitigation is required to reduce any significant impact, Mitigation Measure GEO-1, set forth on page 4-52 of the Final EIR, has been imposed as a condition of Project approval to ensure that any fault features found on the Project Site will be suitably dealt with.

- b. **Potential Significant Impact:** Substantial soil erosion or loss of top soil (Impact 5.6-2)

Finding: The Project will not result in substantial soil erosion or the loss of topsoil.

Factual Basis for the Finding: As discussed on page 5.6-15 of the Draft EIR, the Project Site has a gentle slope which does not have a high erosion potential. The fine sandy soil on the Site does have a potential for wind erosion but standard best management practices and air quality emission dust controls during grading will ensure that the soils are properly moistened during high wind conditions. Topsoil on the Site will be lost due to the construction of the Project. However, because the Project Site will ultimately be converted to urban uses and no longer available for agricultural production, the loss of the topsoil will not result in any significant impact.

- c. **Potential Significant Impact:** Unstable geologic location (Impact 5.6-3)

Finding: The Project will not be located on a geologic unit or soil that is unstable or that would become unstable as a result of the Project and will not potentially result in on- or off-site landslides, lateral spreading, subsidence, liquefaction or collapse.

Factual Basis for the Finding: As discussed on pages 5.6-1-10 and -15 of the Draft EIR and in the geotechnical studies, Appendix F to the Draft EIR, and in subsection IV.4.a. above, no evidence of geologic instability underlying the Project Site has been identified as a result of the geotechnical investigations carried out on the Site. Moreover, the development of the Project will be subject to the City's Grading Ordinance and the California Building Code, both of which are designed to deal with potential problems of geologic instability.

- d. **Potential Significant Impact:** Location of the Project on expansive soil (Impact 5.6-4)

Finding: The Project will not be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), nor will it create substantial risk to life or property.

Factual Basis for the Finding: As discussed on page 5.6-16 of the Draft EIR and in the geotechnical studies, Appendix F to the Draft EIR, limited laboratory tests of the soils at the Project Site at shallow depth show that they have a low expansion potential. Moreover, the Project will be required to comply with the City's Grading Ordinance and the California Building Code, both of which are designed to deal with the potential of expansive soils.

e. Potential Significant Impact: Wastewater disposal systems (Impact 5.6-5)

Finding: Wastewater disposal will have no effect on the soils on the Project Site.

Factual Basis for the Finding: As discussed on page 5.6-16 of the Draft EIR, the Project will be connected to wastewater service provided by the Eastern Municipal Water District and no septic tanks will be used.

f. Potential Significant Impact: Cumulative impacts on geology and soils

Finding: Cumulative impacts on geology and soils caused by the Project, in conjunction with other development, will not be cumulatively considerable and thus will be less than significant.

Factual Basis for the Finding: As discussed on page 6-12 of the Draft EIR, the physical development of other land will be subject to the same strict safeguards applicable to the development of the Project Site. Further, impacts to geology and soils are site specific so that a problem on one site does not contribute to problems on other sites.

5. HAZARDS AND HAZARDOUS MATERIALS

a. Potential Significant Impact: Hazardous emissions within one-quarter mile of an existing or proposed school (Impact 5.7-2)

Finding: The Project will not emit hazardous emissions nor will it handle hazardous or acutely hazardous materials, substances or wastes within one-quarter mile of an existing or proposed school.

Factual Basis for the Finding: As discussed on page 5.7-9 of the Draft EIR and in the letter from Jeff Hoskinson dated April 21, 2008, Appendix L to the Draft EIR, the nearest school site, the Calvary Chapel Christian School, is located

approximately 1.3 miles northwest of the Project Site. Two school sites which had previously been considered by the Moreno Valley Unified School District within one-quarter mile of the Project Site have been abandoned.

- b. Potential Significant Impact:** Safety hazard due to proximity to an airport (Impact 5.7-3)

Finding: The Project will not result in a safety hazard for people residing or working in the area due to the proximity of an airport or private airstrip.

Factual Basis for the Finding: As discussed on page 5.7-19 of the Draft EIR, the nearest airport or private airstrip is March Air Force Base which is located approximately 7.3 miles southwest of the Project Site. The Site is not within any airport land use plan area.

- c. Potential Significant Impact:** Impairment or interference with an adopted emergency response plan (Impact 5.7-4)

Finding: The Project's implementation will not impair or physically interfere with any adopted emergency response plan or any emergency evacuation plan.

Factual Basis for the Finding: As discussed on pages 5.7-9-10 of the Draft EIR, the Project Site is located on the City's urban fringe and does not interfere with access to any other area. Emergency access to the Project Site will be available from both Redlands Boulevard and Theodore Street along future Eucalyptus Avenue for all three Phases of the Project.

- d. Potential Significant Impact:** Exposure to wildland fires (Impact 5.7-5)

Finding: The development of the Project will not expose people or structures to significant risk of loss, injury or death involving wildland fires.

Factual Basis for the Finding: As discussed on page 5.7-10 of the Draft EIR, the Project Site is located in an area which is currently undeveloped and actively dry farmed. No heavy natural vegetation exists in the area surrounding the Site, the surrounding areas cannot be characterized as wildlands nor is the Project Site located in an area identified as a high fire area by Riverside County. The

closest high fire area is approximately eight-tenths of a mile west of the Site.

6. HYDROLOGY AND WATER QUALITY

- a. **Potential Significant Impact:** Violation of water quality or waste discharge standards (Impact 5.8-1)

Finding: The Project will not violate any water quality standards nor any waste discharge standards nor will it otherwise degrade water quality.

Factual Basis for the Finding: As discussed on pages 5.8-11-15 of the Draft EIR, as modified on page 4-56-57 of the Final EIR, and in the Logistics Building Runoff Management Plan and the Project Specific Preliminary Water Quality Management Plan, Appendices H.1 and H.2 to the Draft EIR, the Project applicant will be required to prepare a Stormwater Pollution Prevention Plan (“SWPPP”) that conforms to the State Water Resources Control Board’s National Pollutant Discharge Elimination System permit prior to the issuance of grading or construction permits. The SWPPP will identify best management practices to prevent construction related pollutants from reaching stormwater and all products of erosion from moving off-site. Conformance with the mandatory requirements of the SWPPP will ensure that no substantial degradation of water quality associated with the short-term construction activities will occur.

Long-term operational stormwater quality concerns will be managed pursuant to a City approved Water Quality Management Plan for the Project Site. The Plan requires the construction of a stormwater conveyance system that will include a series of extended detention basins, which will also serve as infiltration basins, with catch basin inserts for the removal of trash. The result will be a significant reduction in pollutant loads in the stormwater runoff from the Project Site which might otherwise reach surface water bodies.

- b. **Potential Significant Impact:** Depletion of groundwater supplies or interference with groundwater recharge (Impact 5.8-2)

Finding: The Project will not substantially deplete groundwater supplies nor will it interfere substantially with groundwater recharge.

Factual Basis for the Finding: As discussed on page 5.8-15 of the Draft EIR, and in the geotechnical studies, Appendix F to the Draft EIR, development of the Project Site will increase the amount of impervious area on the Site. However, because groundwater is located more than 110 feet below the existing ground surface, existing recharge is currently minimal. Stormwater runoff from the Project Site will be released into existing downstream drainage areas which will continue to allow runoff from the Site to percolate into the soil.

- c. **Potential Significant Impact:** Alteration of existing drainage patterns resulting in substantial erosion, siltation or flooding on- or off-site (Impact 5.8-3)

Finding: The Project will not substantially alter the existing drainage pattern in a manner which would result in substantial erosion, siltation or flooding on- or off-site.

Factual Basis for the Finding: As discussed on pages 5.8-16-18 of the Draft EIR, as modified on page 4-58 of the Final EIR, and in the Logistics Building Runoff Management Plan and the Project Specific Preliminary Water Quality Management Plan, Appendices H.1 and H.2 to the Draft EIR, the best management practices requirement of the SWPPP will ensure that runoff from the Project Site, including siltation, will be cleaned and delivered into existing off-site drainage channels in an amount which will not exceed predevelopment flows.

The Project Site is located in an area which is subject to a 500-year flood or a 100-year flood with an average flooding depth of less than one foot. The Project's detention basins will be utilized to reduce the 100-year peak storm flows to levels at or below existing peak discharges for the Project Site. Thus, the

development of the Project will not add to the potential for flooding on- or off-site.

- d. Potential Significant Impact:** Creation or contribution of runoff waters exceeding the capacity of existing or planned drainage systems or resulting in substantial additional sources of polluted runoff (Impact 5.8-4)

Finding: The Project will not create, nor will it contribute to, runoff water which would exceed the capacity of existing or planned stormwater drainage systems nor will it provide substantial additional sources of polluted runoff.

Factual Basis for the Finding: As discussed on pages 5.8-17-18 of the Draft EIR, as modified on page 4-38 of the Final EIR, and in the Logistics Building Runoff Management Plan and the Project Specific Preliminary Water Quality Management Plan, Appendices H.1 and H.2 to the Draft EIR, development of the Project Site will increase the impervious surface and would, in the absence of suitable improvements, result in increased stormwater runoff. However, because of the drainage improvements discussed in Section 5.8 of the Draft EIR, stormwater runoff from the Project Site will be less than, or equal to, the peak discharges under existing conditions. Further, the Project's treatment of stormwater runoff, discussed in subsection IV.7.a. above, will ensure the absence of pollutants leaving the Project Site.

- e. Potential Significant Impact:** The location of housing within a 100-year flood hazard area (Impact 5.8-5)

Finding: The Project will not place housing or other structures within a 100-year flood hazard area.

Factual Basis for the Finding: As discussed on page 5.8-18 of the Draft EIR, the Project will not contain any housing and the Project Site is not located within a 100-year flood hazard area.

- f. Potential Significant Impact:** Exposure of people or structures to significant risk of loss, injury or death involving flooding (Impact 5.8-6)

Finding: The Project will not expose people or structures to a significant risk of loss, injury or death involving flooding as a result of the failure of a levee or a dam.

Factual Basis for the Finding: As discussed on page 5.8-18 of the Draft EIR, the nearest dam is approximately five miles downstream of the Project Site so that there is no risk from dam failure. Further, there are no levees located anywhere in the vicinity of the Project Site.

- g. **Potential Significant Impact:** Inundation by seiche, tsunami or mud flow (Impact 5.8-7)

Finding: The Project Site will not be subject to inundation by seiche, tsunami or mud flow.

Factual Basis for the Finding: As discussed on pages 5.8-18-19 of the Draft EIR, the Project Site is not located near the Pacific Ocean nor any large body of water. Therefore, neither tsunamis nor seiches, which are defined as standing waves in a partially enclosed body of water, present any hazard to the Project Site. Further, the Site and its surrounding vicinity is relatively flat and the nearest foothills are more than a mile away so that the potential for a mud flow affecting the Site is remote.

- h. **Potential Significant Impact:** Cumulative impacts on hydrology and water quality

Finding: Cumulative impacts on hydrology and water quality caused by the Project, in conjunction with other development, will not be cumulatively considerable and thus will be less than significant.

Factual Basis for the Finding: As discussed on page 6-14 of the Draft EIR, the EIR prepared for the City's General Plan found that the development of the Project Site and surrounding areas has the potential to increase flooding, erosion, stormwater pollutants. These impacts will be avoided through the implementation of required Best management Practices on a project by project basis in accordance with the national Pollutant Discharge Elimination Stormwater Permit and Water Quality Management Plans. All flood control measures and infrastructure maintenance will be required to comply

with either the Riverside County Flood Control and Water Conservation District's or the City's standard engineering practices. Additionally, all new development will be required to build master drainage plan facilities and/or pay fees which will be used to build them.

7. LAND USE AND PLANNING

- a. **Potential Significant Impact:** Physical division of an established community (Impact 5.9-1)

Finding: The Project will not physically divide an established community.

Factual Basis for the Finding: As discussed on page 5.9-16 of the Draft EIR, there is no established community in the Project area at the present time. Further, the existing General Plan designates the Project Site for nonresidential development.

- b. **Potential Significant Impact:** Cumulative impacts on land use and planning

Finding: Cumulative impacts on land use and planning caused by the Project, in conjunction with other development, will not be cumulatively considerable and thus will be less than significant.

Factual Basis for the Finding: As discussed on pages 6-14-16 of the Draft EIR, the changes in land use for the Project Site will produce fewer jobs than currently projected based on the development contemplated by the existing General Plan designation and zoning but will still increase the City's job/housing ratio. Further, the impacts resulting from changes in land use are site specific so that a change of use on one site does not contribute to a change of use on other sites.

8. MINERAL RESOURCES

- a. **Potential Significant Impact:** Loss of a known valuable mineral resource (Impact 5.10-1)

Finding: The Project will not 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.

Factual Basis for the Finding: As discussed on page 5.10-3 of the Draft EIR, there are no known mineral resources on the Project Site.

- b. **Potential Significant Impact:** Loss of availability of a locally-important mineral resource recovery site (Impact 5.10-2)

Finding: The Project will not result in the loss of availability of a locally-important mineral resource recovery site delineated on the City's General Plan or any other land use plan.

Factual Basis for the Finding: As discussed on page 5.10-3 of the Draft EIR, the Project Site is not identified on any land use plan as containing any locally-important mineral resource recovery site.

- c. **Potential Significant Impact:** Cumulative impacts on mineral resources

Finding: Cumulative impacts on mineral resources caused by the Project, in conjunction with other development, will not be cumulatively considerable and thus will be less than significant

Factual Basis for the Finding: As discussed on pages 6-16-17 of the Draft EIR, there are no mineral resources located on the Project Site so the development of the Project will not have any impact on mineral resources. Further, impacts to mineral resources are site specific so that a problem on one site does not contribute to problems on other sites.

9. NOISE

- a. **Potential Significant Impact:** Exposure of people to noise levels in excess of applicable standards or a substantial permanent noise increase in the vicinity of the Project (Impact 5.11-1)

Finding: The Project will not expose people to noise levels in excess of applicable standards. The Project will produce a permanent noise increase in the vicinity of the Project Site but will not result in any significant impact.

Factual Basis for the Finding: As discussed on pages 5.11-17-24 of the Draft EIR and in the Noise Assessment, Appendix I to the Draft EIR, the Project will result in a permanent noise increase in the vicinity of the Project Site because the Site is currently vacant. Traffic servicing the Project Site will

add to the existing noise along Redlands Boulevard and Theodore Street between future Eucalyptus Avenue and SR-60. However, there are no sensitive receptors along either of these street segments which would be adversely affected by the increased noise. Any residential development on land south of future Eucalyptus Avenue will require a sound study, which will review the physical layout of the development, and, if noise problems are found, will require the imposition of appropriate noise reduction measures to ensure that the noise impacting future residents will not exceed that allowed by the City's Municipal Code.

The buildings housing the Project's logistics and commercial uses will be serviced by loading docks and other accessory equipment which will operate outside of the buildings. If adjacent to residential and other sensitive land uses, these activities could result in adverse noise impacts. However, all of the Project related activities will be separated from surrounding areas by surface streets or SR-60. The traffic generated noise on these roadways will be much greater than noise generated on the Project Site and will, therefore, completely mask any such noise. Further, noise generated on the Project Site will be under 65 CNEL, the City's noise standard for residential areas, for all areas zoned for residential development.

- b. Potential Significant Impact:** Exposure of people to excessive ground borne vibration or noise (Impact 5.11-2)

Finding: The Project will not expose people to, nor will it generate, excessive ground borne vibration or noise.

Factual Basis for the Finding: As discussed on page 5.11-24 of the Draft EIR and in the Noise Assessment, Appendix I to the Draft EIR, the grading and construction associated with the development of the Project will not require pile drivers, blasting or other vibration causing equipment or events. Rubber tired vehicles, such as the trucks and cars which will be servicing the Project, generally do not cause significant vibration.

- c. **Potential Significant Impact:** Exposure of people to excessive noise levels from airports (Impact 5.11-4)

Finding: People working on the Project Site will not be subjected to excessive noise levels as a result of the Site being located within an airport land use plan area or within two miles of a public or public use airport.

Factual Basis for the Finding: As discussed on page 5.11-26 of the Draft EIR, the Project Site is not located within an airport land use plan area nor is it located within two miles of a public or public use airport.

- d. **Potential Significant Impact:** Excessive noise levels due to the proximity of a private airstrip (Impact 5.11-5)

Finding: People working on the Project Site will not be subjected to excessive noise levels as a result of the Site being located within the vicinity of a private airstrip.

Factual Basis for the Finding: As discussed on pages 5.7-9 and 5.11-26 of the Draft EIR, the nearest airport is more than seven miles away from the Project Site and there are no known private airstrips in the vicinity. Therefore, the Project Site will not be subject to excessive noise levels from aircraft.

10. POPULATION, HOUSING AND EMPLOYMENT

- a. **Potential Significant Impact:** The inducement of substantial population growth in the Project area (Impact 5.12-1)

Finding: The Project will not, directly or indirectly, induce substantial population growth in the Project area through the introduction of homes or businesses nor through the extension of roads or other infrastructure.

Factual Basis for the Finding: As discussed on page 5.12-3 of the Draft EIR, approximately 2,000 jobs will be generated by the development of the Project. It is expected that most of the workers will reside in the local area. There is a sufficient housing supply already in existence to accommodate those employees who will move into the City.

The construction of future Eucalyptus Avenue, as well as the extension of public services and utilities, will primarily serve the Project Site and will not lead,

directly or indirectly, to any substantial population growth in the Project area. Adjacent properties may use future Eucalyptus Avenue, which will run between Redlands Boulevard and Theodore Street, but adjacent properties already have access to these two roadways.

- b. Potential Significant Impact:** Displacement of existing housing (Impact 5.12-2)

Finding: The Project will not displace existing housing nor will it necessitate the construction of replacement housing elsewhere.

Factual Basis for the Finding: As discussed on pages 5.12-3-4 of the Draft EIR, the Project Site does not have any housing on it.

- c. Potential Significant Impact:** Displacement of people (Impact 5.12-3)

Finding: The Project will not displace people nor will it necessitate the construction of replacement housing elsewhere.

Factual Basis for the Finding: As discussed on page 5.12-4 of the Draft EIR, the Project Site is currently vacant so that the development of the Project will not result in the displacement of anyone.

- d. Potential Significant Impact:** Cumulative impacts on population, housing and employment

Finding: Cumulative impacts caused by the development of the Project, in conjunction with other development, will not be cumulatively considerable and thus will be less than significant.

Factual Basis for the Finding: As discussed on pages 6-23-24 of the Draft EIR, the development of the Project will help improve the City's jobs/housing imbalance by adding jobs but not housing. Development of other land will be pursuant to the City's existing General Plan, which contemplates a substantial increase in jobs and homes, and will not be affected by the development of the Project.

11. PUBLIC SERVICES

- a. Potential Significant Impact:** The provision of new or physically altered police facilities (Impact 5.13-1)

Finding: The Project will not result in substantial adverse physical impacts associated with the provision of new or physically altered police facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police services.

Factual Basis for the Finding: As discussed on pages 5.13-1-2 of the Draft EIR and in the letter from Moreno Valley's Police Chief, in Appendix L to the Draft EIR, the development of the Project may require an incremental increase in the need for police services but no new facilities will have to be constructed to provide that service which will be in the form of personnel and equipment which will be paid for out of general City revenues.

- b. **Potential Significant Impact:** Adverse physical impacts associated with the provision of new or physically altered school facilities (Impact 5.13-3)

Finding: The Project will not result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for school services.

Factual Basis for the Finding: As discussed on page 5.13-4 of the Draft EIR, the Project will not contain any homes and therefore will not house any school-age children and will not, therefore, create the need for new or altered school facilities. Further, the payment of school fees authorized by Government Code § 65995 would constitute full mitigation even if any additional needs were created.

- c. **Potential Significant Impact:** Substantial adverse physical impacts associated with the provision of new or physically altered park facilities (Impact 5.13-4)

Finding: The Project will not result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for park services.

Factual Basis for the Finding: As discussed on pages 5.13-5-6 of the Draft EIR, the Project is not expected to generate more than a few new residents in the City. The satisfaction of the park needs of those new citizens has already been accounted for as part of the City's projected population and residential growth in the existing General Plan. There are currently no City recreational facilities near the Project Site that would be used by employees.

- d. Potential Significant Impact:** Substantial adverse physical impacts associated with the provision of other new or physically altered other facilities (Impact 5.13-6)

Finding: The Project will not result in substantial adverse physical impacts associated with the provision of other new or physically altered other facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other services.

Factual Basis for the Finding: As discussed on page 5.13-6 of the Draft EIR, the Project is not expected to generate more than a few new residents in the City. The satisfaction of the other needs of those new citizens has already been accounted for as part of the City's projected population and residential growth in the existing General Plan. There are currently no other City facilities near the Project Site that would be used by employees.

- e. Potential Significant Impact:** Cumulative impacts on public services

Finding: Cumulative impacts caused by the Project, in conjunction with other development, will not be cumulatively considerable and thus will be less than significant.

Factual Basis for the Finding: As discussed on pages 6-24-25 of the Draft EIR, the impacts on public services caused by the development of the Project will be less than significant. Development of other land will be pursuant to the City's existing General Plan, which incorporates the need for, and the provision of, public services and will not be affected by the development of the Project.

12. TRANSPORTATION AND TRAFFIC

- a. **Potential Significant Impact:** Exceeding a level of service set by a congestion management agency (Impact 5.14-2)

Finding: No roadway or highway subject to Riverside County's Congestion Management Plan will be significantly affected by Project traffic.

Factual Basis for the Finding: As discussed on pages 5.14-4 and -29-34 of the Draft EIR, as modified on pages 4-64-65 of the Final EIR, and in Traffic Study, Appendix J to the Draft EIR and in the Traffic Topical response, pages 3-145-163 of the Final EIR, the Project traffic will account for approximately 2% of the traffic at SR 60/I-215 which is less than the 3% level of significance threshold contained in the Riverside County Congestion Management Plan.

SR-60 is the only roadway or highway affected by the Project which is also subject to the Riverside County Congestion Management Plan. Two segments just east of the SR-60/I-215 intersection are currently, and will remain, at level of service F with or without Project traffic. However, while this exceeds the Riverside County Congestion Management Plan's level of service requirement of E, it is less than significant because the Project's contribution of approximately 2% is less than the 3% level of significance threshold.

- b. **Potential Significant Impact:** Increase in hazards due to a design feature or an incompatible use (Impact 5.14-3)

Finding: The Project will not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or an incompatible use (e.g., farm equipment).

Factual Basis for the Finding: As discussed on pages 5.14-34-35 of the Draft EIR, the Project Site will be served by large trucks. All roadways and entryways associated with the Project Site have been designed in accordance with standards provided by the City. Moreover, a separate northbound left-turn lane at the Theodore Street/SR-60

eastbound ramp will improve safety for truck operations over that currently existing.

The normal hazards associated with blind spots created when people in vehicles are in close proximity to large trucks and trailers will be substantially reduced because a single driveway will serve as a primary entrance for truck traffic serving the Project Site and potential blind spots will be addressed through the design feature of the individual driveways.

Finally, a Construction Management Plan will be implemented to address traffic during the grading and construction phases of the Project to ensure that construction traffic will not result in any hazards to the traveling public.

- c. **Potential Significant Impact:** Inadequate emergency access (Impact 5.14-4)

Finding: The Project will not result in inadequate emergency access.

Factual Basis for the Finding: As discussed on page 5.14-35 of the Draft EIR, the Project does not create any barriers between roadways and any other land use. Emergency access to the Project Site will be available over future Eucalyptus Avenue from both Redlands Boulevard and Theodore Street for all three Phases of the Project even though access from Redlands Boulevard will not be available to the general public until Phase 3.

- d. **Potential Significant Impact:** Conflict with adopted policies, plans or programs supporting alternative transportation (Impact 5.14-5)

Finding: The Project will not conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks, etc.).

Factual Basis for the Finding: As discussed on pages 5.14-35-39 of the Draft EIR, future Eucalyptus Avenue will be improved adjacent to the Project Site and will be suitable for a bus route should one be extended to the Site by the Riverside County Transit Agency. Further, a multi-use trail, suitable for pedestrians and bicyclists, will be

constructed adjacent to the Project Site on the north side of future Eucalyptus Avenue.

13. UTILITIES AND SERVICE SYSTEMS

- a. **Potential Significant Impact:** Exceeding wastewater treatment requirements (Impact 5.15-1)

Finding: The Project will not exceed wastewater treatment requirements set by the Regional Water Quality Control Board.

Factual Basis for the Finding: As discussed on pages 5.15-1 and -9 of the Draft EIR, the Project's wastewater flows will be typical of those from commercial/retail facilities and, for the logistics facilities, would consist of domestic waste from employees. No effluents are expected that would exceed the treatment requirements set by the Regional Water Quality Control Board.

- b. **Potential Significant Impact:** Construction of new water and wastewater treatment facilities or the expansion of existing facilities, the construction of which could cause significant environmental effects (Impact 5.15-2)

Finding: The Project will not require, nor result in, the construction of new water and wastewater treatment facilities nor the expansion of existing facilities, the construction of which could cause significant environmental effects.

Factual Basis for the Finding: As discussed on pages 5.15-2-5 and -9 of the Draft EIR, as modified on pages 4-65-68 of the Final EIR, no expansion of existing water and wastewater treatment facilities will be required to serve the Project Site.

- c. **Potential Significant Impact:** Construction of new stormwater drainage facilities or the expansion of existing facilities, the construction of which could cause significant environmental effects (Impact 5.15-3)

Finding: The Project will not require, nor will it result in, the construction of new stormwater drainage facilities nor will it require, nor result in, the expansion of existing facilities, the construction of which could cause significant environmental effects.

Factual Basis for the Finding: As discussed in Section 5.8 and page 5.15-9 of the Draft EIR, as modified by pages 4-55-58 of the Final EIR, the Project's new stormwater drainage facilities will decrease stormwater runoff from the Project Site compared to that which currently exists and will also significantly reduce the pollutant load of stormwater runoff over that which currently exists.

- d. **Potential Significant Impact:** Adequacy of water supplies available to serve the Project (Impact 5.15-4)

Finding: Sufficient water supplies are available to serve the Project from existing resources so that neither new nor expanded entitlements are required.

Factual Basis for the Finding: As discussed on pages 5.15-2-5, 9-11 and 14-15 of the Draft EIR, as modified on pages 4-67-68 of the Final EIR, and the March 5, 2008, Water Supply Assessment prepared for the Project by the water provider, the Eastern Municipal Water District (the "EMWD") as corrected by the June 4, 2008, letter from the EMWD, Appendix K.2 to the Draft EIR, the Project, at build out, will use just over 140 acre feet of potable water per year. The Water Supply Assessment, which was prepared pursuant to SB610, took into consideration the October, 2007, reduction in water from Northern California through the State Water Project which substantially reduced the amount of water available to Southern California. After taking that information into consideration, the EMWD determined that "it will be able to provide adequate water supply to meet the potable water demand for Tentative Parcel Map 35629, in addition to existing and future uses." (Page 33 of the Water Supply Assessment.)

Further, existing water infrastructure currently exists which, with the addition of a 12 inch pipeline to the Project Site from an existing water line located south of and adjacent to SR-60, west of Redlands Boulevard, will allow water to be brought to the Project Site.

Although no mitigation is required to reduce any significant impact, Mitigation Measure W-1, set forth on pages 5.15-14-15 of the Draft EIR, which requires the preparation of a planting and irrigation for the

City's review and approval, has been imposed as a condition of Project approval to ensure further reduction of water used for landscaping.

- e. **Potential Significant Impact:** Adequacy of wastewater treatment capacity (Impact 5.15-5)

Finding: Adequate wastewater treatment capacity exists to serve the Project in addition to existing commitments.

Factual Basis for the Finding: As discussed on pages 5.15-1 and -11 of the Draft EIR, the Project will generate approximately 61,680 gallons of wastewater per day. The EMWD's Moreno Valley Regional Water Reclamation Facility has a capacity to treat 16,000,000 gallons of wastewater per day with the ability to expand to 41,000,000 gallons per day. The current utilization is approximately 11,200,000 gallons per day.

An existing sewer line will be extended along Redlands Boulevard and then easterly along future Eucalyptus Avenue to serve the Project Site.

- f. **Potential Significant Impact:** Insufficient landfill capacity to accommodate the Project's solid waste disposal needs (Impact 5.15-6)

Finding: Adequate landfill capacity exists to accommodate the Project's solid waste disposal needs.

Factual Basis for the Finding: As discussed on pages 5.15-6-7 and -11-12 of the Draft EIR, the Project, at build out, will generate just under 129 tons of solid waste per day. The City currently has available to it three landfills. The three landfills have a total capacity to accept solid waste of just under 14,600 tons per day, a minimum of 3,820 tons per day of which is not currently being used. The total remaining capacity in the three landfills is approximately 134,200,000 tons with sufficient capacity for the next 10 to 15 years with the ability to expand for another 15 years after that.

- g. **Potential Significant Impact:** Compliance with federal, state and local statutes and regulations related to solid waste capacity (Impact 5.15-7)

Finding The Project will comply with federal, state and local statutes and regulations related to solid waste capacity.

Factual Basis for the Finding: As discussed on page 5.15-12 of the Draft EIR, the City has regulations which govern the disposal of solid waste. Skechers, the tenant for the building to be constructed on the Parcel 1, has instituted a significant recycling program at its current locations which will be continued upon relocation to the Project Site. Further, recycled material will be used to the greatest extent practicable in the construction of the Project.

- h. **Potential Significant Impact:** Sufficiency of electrical service for the Project (Impact 5.15-8)

Finding: The Project will be provided with sufficient electrical service.

Factual Basis for the Finding: As discussed on pages 5.15-7-8, -12-14 and 5.16-11-13, as modified on pages 4-68-69 of the Final EIR, the Project will use approximately 3.7 megawatts of electricity which will be provided by the City of Moreno Valley Utilities. The substation which will serve the Project Site has a current capacity of 56 megawatts, expandable to 112 megawatts, with a current peak load of 15 megawatts.

Although no mitigation is required to reduce any significant impact, Mitigation Measure GCC-1 through GCC-4, set forth on page 5.16-11 of the Draft EIR, which require increased energy efficiency, the use of "cool" roofs and paints, the production of energy on-site through the use of alternate, renewable energy sources and the use of energy efficient appliances and systems, and GCC-9, set forth on page 5.15-13 of the Draft EIR, as modified on page 4.20 of the Final EIR, which requires LEED certification, have been imposed as conditions of Project approval to ensure greater reductions in energy used by the Project.

- i. **Potential Significant Impact:** Cumulative impacts on utilities and service systems

Finding: Cumulative impacts on utilities and service systems caused by the Project, in conjunction with other development, will not be cumulatively considerable and thus will be less than significant.

Factual Basis for the Finding: As discussed on pages 6-32-33 of the Draft EIR and in subsections I.V.A.14.a-h above, the Project's impacts on water and wastewater treatment requirements and capacity, stormwater drainage facilities, water supply availability, solid waste disposal capacity and availability of electricity at build out will be less than significant. The Projects impacts on each of these utilities and public services has already been factored in to long term needs and requirements so that its cumulative impacts will also be less than significant.

B. IMPACTS IDENTIFIED IN THE EIR AS POTENTIALLY SIGNIFICANT THAT HAVE BEEN MITIGATED TO LESS THAN SIGNIFICANT

1. AESTHETICS

- a. **Potential Significant Impact:** Creation of a new source of substantial light or glare which would adversely affect day or nighttime views in the area (Impact 5.1-4)

Finding: The Project has the potential of creating a new source of substantial light or glare which would adversely affect day or nighttime views in the area. However, with the imposition of Mitigation Measure A-1, which requires limitations on night time lighting during construction, and compliance with existing City ordinances, standards and regulations, the impact will be less than significant.

Factual Basis for the Finding: As discussed on pages 5.1-26-35 of the Draft EIR, the lighting associated with the operation of the Project will be required to comply with all of the City's lighting regulations and will therefore result in a less than significant impact. Nighttime lighting during the Project's construction has the potential to create temporary new sources of light and glare that will emanate from the Project Site. Requiring the use of directional lighting, shielding and other similar measures will ensure that the impact will be less than

significant. Accordingly, Mitigation Measure A-1, set forth on page 5.1-35 of the Draft EIR, has been imposed as a condition of approval of the Project.

2. BIOLOGICAL RESOURCES

- a. **Potential Significant Impact:** Substantial adverse effect on federally and California protected and special-status plant and wildlife (Impact 5.4-1)

Finding: The Project Site contains moderately suitable habitat for the Stephens' kangaroo rat, the burrowing owl and for ground-, tree- and shrub-nesting birds, all of which could be adversely affected by the development of the Project. The imposition of Mitigation Measures BR-1 through BR-3, which require the protection of birds which might be found on the Project Site and the payment of mitigation fees which will be used to protect the Stephens' Kangaroo Rat, will reduce the impact to less than significant.

Factual Basis for the Finding: As discussed on pages 5.4-1-31 and -35-36 of the Draft EIR and in the Habitat Assessment and MSHCP Consistency Analysis, Appendix C.1 to the Draft EIR, the Project Site contains moderately suitable habitat for several federally and state protected plants and wildlife which would be affected directly, and through the loss of habitat, indirectly, as a result of the development of the Project. However, a pre-construction survey of the Project Site, avoidance of activities which would affect nesting sites and payment of the mitigation fee called for under the Stephens' Kangaroo Rat Habitat Conservation Plan will ensure that the impacts will be less than significant. Accordingly, Mitigation Measures BR-1, BR-2 and BR-3, set forth on pages 5.4-34-35 of the Draft EIR, have been imposed as conditions of approval of the Project.

- b. **Potential Significant Impact:** Conflict with local policies or ordinances protecting biological resources (Impact 5.4-5)

Finding: The Project Site is located within an area which is subject both to the Multiple Species Habitat Conservation Plan and the Stephens' Kangaroo Rat Habitat Conservation Plan so that the development of the Project has the potential to adversely affect biological resources. The imposition of

Mitigation Measures BR-2 through BR-4, which require the protection of birds which might be found on the Project Site and the payment of mitigation fees which will be used to protect the Stephens' Kangaroo Rat and the species protected under the Multiple Species Habitat Conservation Plan, will reduce the impact to less than significant.

Factual Basis for the Finding: As discussed on pages 5.4-32-33 of the Draft EIR and in the Habitat Assessment and MSHCP Consistency Analysis, Appendix C.1 to the Draft EIR, the Project Site is located within an area which is subject both to the Multiple Species Habitat Conservation Plan and the Stephens' Kangaroo Rat Habitat Conservation Plan. However, with respect to both Plans, the Project Site is located in an area which calls for the payment of mitigation fees which have been determined to be full mitigation for the impacts which may occur. Accordingly, Mitigation Measures BR-2, BR-3 and BR-4, set forth on pages 5.4-34-35 of the Draft EIR, have been imposed as conditions of approval of the Project.

- c. **Potential Significant Impact:** Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional or state habitat conservation plan (Impact 5.4-6)

Finding: The Project Site lies within an area subject to the Multiple Species Habitat Conservation Plan and the Stephens' Kangaroo Rat Habitat Conservation Plan. The development of the Project could significantly affect the species and their habitats protected by the two Plans. However, the imposition of Mitigation Measures BR-2, which requires the payment of mitigation fees which will be used to protect the Stephens' Kangaroo Rat, and BR-4, which requires the payment of mitigation fees which will be used to protect the species protected under the Multiple Species Habitat Conservation Plan, will reduce the impact to less than significant.

Factual Basis for the Finding: As discussed on pages 5.4-1-33-34 of the Draft EIR and the Habitat Assessment and MSHCP Consistency Analysis, Appendix C.1 to the Draft EIR, the Project Site is located in an area subject to both Plans. However, both Plans identify the Project Site as an area where the payment of mitigation fees will fully mitigate any impact which might otherwise occur.

Accordingly, Mitigation Measures BR-2 and BR-4, set forth on pages 5.4-34-35 of the Draft EIR, have been imposed as conditions of approval of the Project.

- d. **Potential Significant Impact:** Cumulative impacts on biological resources

Finding: Cumulative impacts caused by the development of the Project, in conjunction with other development, could result in significant and adverse impacts to biological resources. However, the imposition of Mitigation Measures BR-1 through BR-4, which require the protection of birds which might be found on the Project Site, the payment of mitigation fees which will be used to protect the Stephens' Kangaroo Rat and the species protected under the Multiple Species Habitat Conservation Plan, and compliance by other projects with the requirements of the Multiple Species Habitat Conservation Plan and The Stephens' Kangaroo Rat Conservation Plan will reduce the impacts to less than cumulatively considerable and thus to less than significant.

Factual Basis for the Finding: As discussed on pages 6-10-11 of the Draft EIR and in the Habitat Assessment and MSHCP Consistency Analysis, Appendix C.1 to the Draft EIR, substantial amounts of land in the vicinity of the Project contain habitat beneficial to various species. However, the land is also within the areas subject to the Multiple Species Habitat Conservation Plan and The Stephens' Kangaroo Rat Conservation Plan, both of which are designed to protect habitat and species. The imposition of Mitigation Measures BR-1 through BR-4, discussed in subsections IV.2.a-c above, on the Project and the compliance of other projects with the requirements of the two plans will ensure that the impacts on biological resources will be reduced to less than significant.

3. CULTURAL RESOURCES

- a. **Potential Significant Impact:** Substantial change in the significance of an historical or archeological resource pursuant to CEQA Guideline § 15064.5 (Impact 5.5-1)

Finding: Although no known cultural resources are located on the Project Site, 14 cultural resources have been identified within one mile of the Site so that

development of the Project could have a significant impact on cultural resources. However, the imposition of Mitigation Measures CR-1 through CR-4, which require a City approved archeologist to oversee cultural resource mitigation monitoring while earth moving activities are taking place on the Project Site and which set forth the procedures to be followed if archeological resources are encountered, including consultation with the appropriate culturally affiliated native American Tribe, will reduce the impact to less than significant.

Factual Basis for the Finding: As discussed on pages 5.5-1-7 of the Draft EIR and the Phase 1 Cultural Resources Survey Report, Appendix E to the Draft EIR, the Project Site does not contain any prehistoric sites or isolated artifacts. However, a record search indicated that 14 cultural resources are located within one mile of the Site. The Project Site has been plowed for many years and it is possible that cultural resources might be found once grading begins. Requiring continuing archeological review and monitoring, in cooperation with the representative of a City designated Tribe, will reduce the impact to less than significant. Accordingly, Mitigation Measures CR-1, CR-2, CR-3 and CR-4, set forth on page 5.5-8 of the Draft EIR, as modified on pages 4-9-10 of the Final EIR, which will ensure adequate protection of any cultural resources which may be found during grading of the Project Site, have been imposed as conditions of approval of the Project.

- b. **Potential Significant Impact:** Destruction of a unique paleontological resource or site or unique geologic feature (Impact 5.5-2) .

Finding: There are no unique paleontological resource or unique geologic features on the Project Site. However, the impact of the development of the Project on paleontological resources is considered significant because there is a moderate possibility that paleontological resources exist because the geological feature underlying the Project Site has a high potential to contain such resources. However, the imposition of Mitigation Measure CR-5, which require a City approved paleontologist to oversee paleontological resource mitigation monitoring while earth moving activities are taking place on the Project Site and which sets forth the procedures to be followed if paleontological resources are encountered, will reduce the impact to less than significant.

Factual Basis for the Finding: As discussed on pages 5.5-6-7 of the Draft EIR and in the Phase 1 Cultural Resources Survey Report, Appendix E to the Draft EIR, a literature search indicated that no paleontological resources have been identified on the Project Site. However, the Project Site is situated upon a geologic feature which is highly sensitive for fossil resources. Accordingly, Mitigation Measure CR-5, set forth on page 5.5-9 of the Draft EIR, as modified on page 4-10 of the Final EIR, which will ensure adequate protection of any paleontological resources which may be found during grading of the Project Site, has been imposed as a condition of approval of the Project.

- c. **Potential Significant Impact:** Disturbance of human remains, including those interred outside of formal cemeteries (Impact 5.5-3)

Finding: The location of human remains within the Project Site would be a significant impact even though no human remains have been identified on the Site nor are any expected to be found. However, the imposition of Mitigation Measure CR-6, which requires compliance with the procedures set forth if human remains are encountered, will reduce the impact to less than significant.

Factual Basis for the Finding: As discussed on page 5.5-7 of the Draft EIR and the Phase 1 Cultural Resources Survey Report, Appendix E to the Draft EIR, no human remains have been located in or near the Project Site and none are expected. However, the Site is located in an area which has been inhabited by several Native American Tribes in the past and the possibility that human remains may be found on the Site cannot be rejected. Accordingly, Mitigation Measure CR-6, set forth on pages 5.5-9-10, as modified on pages 4-11-12 of the Final EIR, which will ensure adequate protection of any human remains which may be found during grading of the Project Site, have been imposed as conditions of approval of the Project.

- d. **Potential Significant Impact:** Cumulative impacts on cultural resources

Finding: Cumulative impacts caused by the development of the Project, in conjunction with other development, could result in significant adverse impacts to

cultural resources. However, the imposition of Mitigation Measures CR-1 through CR-6, which require a City approved archeologist to oversee cultural resource mitigation monitoring, and a City approved paleontologist to oversee paleontological resources, while earth moving activities are taking place on the Project Site and which set forth the procedures to be followed if archeological or paleontological resources or human remains are encountered, including consultation with the appropriate culturally affiliated native American Tribe, will reduce the impacts to less than cumulatively considerable and thus to less than significant.

Factual Basis for the Finding: As set forth on pages 6-11-12 of the Draft EIR and in the Phase 1 Cultural Resources Survey Report, Appendix E to the Draft EIR, no cultural resources have been found on or near the Project Site although cultural resources have been found within a mile of the Site and the Site itself lies within an area which has been historically used by several Native American Tribes. There therefore exists the possibility that cultural resources may be found on the Site once grading begins. However, Mitigation Measures CR-1 through CR-6, discussed in subsections IV.3.a-c above, which will ensure that the information associated with any cultural resources found on the Site will not be lost but will, instead, be available to be used in the context of cultural resources recovered from other, nearby sites, have been imposed as conditions of approval of the Project.

4. HAZARDS AND HAZARDOUS MATERIALS

- a. **Potential Significant Impact:** The creation of a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials (Impact 5.7-1)

Finding: Neither the construction nor the operation of the Project will create a significant hazard to the public or the environment through the routine transfer, use or disposal of hazardous materials. However, fire and smoke hazards and emissions from diesel powered trucks serving the Project can result in significant environmental and health hazards. However, the imposition of Mitigation Measures HH-1 through HH-4, which require compliance with fire safety design and construction standards, AQ-5, which requires the review and approval by the City of a construction travel plan, AQ-8, which requires the use of electrically powered equipment during

construction, AQ-10 through AQ-13, which require off-site construction to be limited to day light hours, posting signs prohibiting diesel idling for more than three minutes and prohibiting the establishment of sensitive receptors near the Project Site, and GCC-11, which prohibits heavy trucks from coming on to the Project Site if properly certified, will reduce the impacts to less than significant.

Factual Basis for the Finding: As discussed on pages 5.7-7-9 of the Draft EIR, the potentially hazardous materials that will be used in the construction and operation of the Project are all subject to substantial regulation in order to ensure that their use will not adversely affect the public health or safety.

Potential fire and smoke hazards associated with the Project, particularly given its size, could present a significant impact. However, the imposition of Mitigation Measures HH-1 through HH-4, set forth on page 5.7-11 of the Draft EIR, which will substantially minimize the chance of a major fire, have been imposed as conditions of approval of the Project.

As discussed on pages 5.3-49-53 and 5.7-8-9, emissions from diesel trucks serving the Project Site could have a substantial impact on the health of anyone living south of future Eucalyptus Avenue. Prohibiting idling of diesel trucks, providing electricity to trucks at the Project Site, requiring that only trucks in good operating condition be allowed to access the Project Site and requiring the applicant to record a land use restriction which will prohibit residential development south of future Eucalyptus Avenue will ensure that adverse health impacts will be mitigated into insignificance. Accordingly, Mitigation Measures AQ-11 through AQ-13, as set forth on page 5.3-52 of the Draft EIR, as modified on pages 4-5-6 of the Final EIR, and GCC-11, set forth on pages 4-5-6 of the Final EIR, have been imposed as conditions of approval of the Project.

- b. **Potential Significant Impact:** Cumulative hazard and hazardous materials impacts

Finding: Cumulative impacts caused by the development of the Project, in conjunction with other development, could result in significant adverse impacts resulting from hazards and hazardous materials. However, the imposition of Mitigation Measures HH-1 through HH-4, which require compliance with fire safety design and construction standards, and AQ-13 which prohibits the establishment of sensitive receptors near the Project Site, on the Project and similar mitigation measures on other projects will reduce the impact to less than cumulatively considerable and thus will be less than significant.

Factual Basis for the Finding: As discussed on pages 6.12-13 of the Draft EIR, the potentially hazardous materials that will be used in the construction and operation of the Project are all subject to substantial regulation in order to ensure that their use will not adversely affect the public health or safety. Similar regulation will also apply to the development of other projects. The imposition of Mitigation Measures HH-1 through HH-4 and AQ-13, discussed in subsection IV.4.a above, on the Project and the imposition of similar mitigation measures on other projects will reduce the impacts to less than significant.

5. LAND USE AND PLANNING

- a. **Potential Significant Impact:** Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the Project adopted to avoid or mitigate environmental effects (Impact 5.9-2)

Finding: The Project would be technically inconsistent with the City's General Plan and Zoning Ordinance prior to approval of the proposed General Plan amendment and the change of zone. However, after the adoption of the General Plan amendment and the change of zone, the Project will be fully consistent with the goals and policies of the City's General Plan for this area of the City under the existing land use plan and will not conflict with any of the City's policies or regulations adopted to avoid or mitigate an environmental effect. The imposition of Mitigation Measure LU-1, which prohibits the establishment of sensitive receptors near the Project Site, will reduce the impacts to less than significant consistent with goals set by regional planning organizations.

Factual Basis for the Finding: As discussed on pages 5.9-16-27 of the Draft EIR and pages 4-58-59 of the Final EIR, with the adoption of

the required General Plan Amendment and Zone Change, the Project is consistent with all of the City's applicable land use, General Plan and Zoning Goals and Policies, including those designed to avoid or mitigate environmental effects. The Project will be consistent with all of the regional and County plans except that it will be inconsistent with the air quality goals of the South Coast Air Quality Management District, the Southern California Association of Governments' Regional Transportation Plan and the Western Riverside County Council of Governments' Comprehensive Plan but neither the Air Quality Management District nor the Associations have any permitting jurisdiction over the Project. Imposing a buffer immediately south of future Eucalyptus Avenue, which will prohibit the location of residences and other sensitive receptors through the recordation of a deed restriction, will ensure that no sensitive receptors near the Project Site will be affected by adverse air quality impacts emanating from the construction and operation of the Project. Accordingly, Mitigation Measure LU-1, set forth on page 4-13 of the Final EIR, has been imposed as a condition of approval of the Project.

- b. **Potential Significant Impact:** Conflict with an applicable habitat conservation plan or natural communities conservation plan (Impact 5.9-3)

Finding: The Project could conflict with any applicable habitat conservation plan or natural communities conservation plan. However, the imposition of Mitigation Measures BR-2 through BR-4 which require the protection of birds which might be found on the Project Site and the payment of mitigation fees which will be used to protect the Stephens' Kangaroo Rat and the species protected under the Multiple Species Habitat Conservation Plan, will reduce the impact to less than significant.

Factual Basis for the Finding: As discussed on pages 5.4-32-33 of the Draft EIR and in the Habitat Assessment and MSHCP Consistency Analysis, Appendix C-1 to the Draft EIR, the Project Site is located within an area which is subject to both the Multiple Species Habitat Conservation Plan and the Stephens' Kangaroo Rat Habitat Conservation Plan. However, with respect to both Plans, the Project

Site is located in an area which calls for the payment of mitigation fees which have been determined to be full mitigation for the impacts which may occur. Accordingly, Mitigation Measures BR-2, BR-3 and BR-4, set forth on pages 5.4-34-35 of the Draft EIR, as modified on page 4-8 of the Final EIR, have been imposed as conditions of approval of the Project.

6. NOISE

- a. **Potential Significant Impact:** Temporary or periodic increases in ambient noise levels in the Project vicinity above levels existing without the Project (Impact 5.11-3)

Finding: Construction work on the Project Site could result in substantial temporary increases in ambient noise levels for existing residences located along Redlands Boulevard. However, the imposition of Mitigation Measures N-1 through N-5, which require that no construction vehicles use Redlands Boulevard south of future Eucalyptus Avenue, that there be no night time construction within 1200 feet of sensitive receptors, that temporary sound barriers be constructed to ensure that day time construction noise not exceed City standards, that all equipment be kept in good working order and that materials be stockpiled at least 1200 feet from residences south of future Eucalyptus Avenue along Redlands Boulevard and Theodore Street, will reduce the impact to less than significant.

Factual Basis for the Finding: As discussed in Section 5.11 of the Draft EIR and in the Noise Assessment, Appendix I to the Draft EIR, off-site construction along Redlands Boulevard, Theodore Street, future Eucalyptus Avenue and the drainage facilities to the south of the Project Site will take place during daylight hours and, with the exception of noisy equipment which will be used for very limited periods of time, there will be no substantial exposure of residents to significant noise impacts. The grading and construction which will take place on the Project Site will take place around the clock for almost a year and would expose nearby residents to noise levels in excess of those allowed under the City's Municipal Code. However, prohibiting construction vehicles on Redlands Boulevard south of future Eucalyptus Avenue, prohibiting nighttime grading within 1,200 feet of

residences south of future Eucalyptus Avenue, the erection of temporary sound barriers, maintaining equipment in good working order and locating material stockpiles at least 1,200 feet from residences south of future Eucalyptus Avenue along Redlands Boulevard and Theodore Street will ensure that none of the residences will be exposed to noise levels in excess of those allowed by the City's Municipal Code. Accordingly, Mitigation Measures N-1 through N-5, as set forth on pages 5.11-29-30 of the Draft EIR, as modified on pages 4-14-15 of the Final EIR, have been imposed as conditions of approval of the Project.

7. TRANSPORTATION AND TRAFFIC

- a. **Potential Significant Impact:** Substantial increase on traffic load and street capacity (Impact 5.14-1)

Finding: As there is currently little traffic between Redlands Boulevard and Theodore Street between future Eucalyptus Avenue and SR-60 any additional traffic by comparison could be considered significant and would cause the intersection of Redlands Boulevard and the SR-60 westbound ramps to exceed the City's level of service during the AM peak hour. However, with the imposition of Mitigation Measures TT-1 through TT-3, which require the constructions of improvements on Redlands Boulevard, Theodore Street and at their intersections with SR-60 or the payment of fees for the construction of the improvements, the impacts will be less than significant.

Factual Basis for the Finding: As discussed on pages 5.14-15-28 and -39-40 of the Draft EIR, as modified on pages 4-64-65 of the Final EIR, and in the Traffic Study, Appendix J to the Draft EIR, a large number of trucks serving the Project Site will use Redlands Boulevard and Theodore Street between future Eucalyptus Avenue and SR-60. The City's level of service is D. Without improvements, the intersection of Redlands Boulevard and the SR-60 westbound ramps would be at level of service E in the AM peak hour. Requiring the improvement of the intersection will reduce the impact to less than significant. Accordingly, Mitigation Measure TT-2, set forth on page 5.14-39 of the Draft EIR, as modified on page 4-16 of the Final EIR, has been imposed as a condition of approval of the Project. Although no mitigation is required to reduce any other significant

impact, Mitigation Measures TT-1 and TT-3, set forth on pages 5.14-39-40 of the Draft EIR, as modified on page 4-16 of the Final EIR, have also been imposed as conditions of approval of the Project to ensure that any improvements needed at the intersections of future Eucalyptus Avenue and Redland Boulevard and Theodore Street and at the intersection of Theodore Street and SR-60 will also be constructed.

b. Potential Significant Impact: Cumulative traffic impacts

Finding: Cumulative impacts of the Project, in conjunction with other development, could result in significant adverse impacts on traffic. However, the imposition of Mitigation Measures TT-1 through TT-3, which require the constructions of improvements on Redlands Boulevard, Theodore Street and at their intersections with SR-60 or the payment of fees for the construction of the improvements, and TT(C)-1 through TT(C)-3, which require the constructions of improvements on Redlands Boulevard, Theodore Street and at their intersections with SR-60 or the payment of fees for the construction of the improvements, on the Project, together similar mitigation measures imposed on other projects, will reduce the impacts to less than cumulatively considerable and thus will be less than significant.

Factual Basis for the Finding: As discussed on pages 6-25-32 of the Draft EIR and in the Traffic Study, Appendix J to the Draft EIR, traffic impacts of other projects have the potential to cause a number of intersections to exceed the City's level of service D requirement. Requiring the Project to provide improvements to the intersections of future Eucalyptus Avenue with Redland Boulevards and Theodore Street and at the intersections of SR-60 and Redlands Boulevard and Theodore Street will ensure that the project's impacts will be less than significant. Accordingly, Mitigation measures TT-1 through TT-3, as set forth on pages 5.14-39-40 of the Draft EIR, as modified on page 4-16 of the Final EIR, and TT-1(C) through TT-3(C), set forth on pages 6-32 of the Draft EIR, have been imposed as condition of approval of the Project. The City's General Plan requires that new development mitigate their traffic impacts so that similar mitigation measures will be imposed on other projects.

C. IMPACTS IDENTIFIED IN THE EIR AS BEING SIGNIFICANT AND UNAVOIDABLE EVEN AFTER THE IMPOSITION OF ALL FEASIBLE MITIGATION MEASURES

1. AESTHETICS

- a. Significant Unavoidable Impact:** Substantial adverse effect on a scenic vista (Impact 5.1-1)

Finding: The development of the Project will have a substantial adverse effect on a significant scenic vista and there are no feasible mitigation measures which will reduce the impact to less than significant.

Factual Basis for the Finding: As shown and discussed on pages 5.1-4-25 of the Draft EIR and Appendix M to the Draft EIR, the Project Site is currently vacant except for a single structure and thus is part of a scenic open space vista. In addition, the Project Site as it now exists is somewhat obscured by existing trees and vegetation but does not completely interfere with the views of mountains and foothills to the north, east and south. The development of the Project will block views of these scenic vistas from SR-60, Redlands Boulevard, future Eucalyptus Avenue and Theodore Street along the full length of each of these roadways adjacent to the Project Site. Further, the buildings to be constructed on the Project Site will be visible from higher elevations to the north, the east and the south and will alter the expansive view of the undeveloped property now evidenced from these areas.

These impacts are significant and unavoidable and there are no feasible mitigation measures which will reduce the impact to less than significant which would feasibly attain most of the basic objectives of the Project.

- b. Significant Unavoidable Impact:** Cumulative aesthetic impacts

Finding: The development of the Project, in conjunction with related projects and that authorized by the Moreno Highlands Specific Plan, will result in significant and unavoidable cumulative impacts on scenic vistas and there are no feasible mitigation measures which will reduce the impact to less than significant.

Factual Basis for the Finding: As discussed on pages 6-5-6 of the Draft EIR, the development of land in the vicinity of the Project Site will add to the loss of scenic vistas which will occur because of the development of the Project. There are no mitigation measures which will reduce the impacts to less than significant which would feasibly attain most of the basic objectives of the Project. Given the similarity of impacts of other likely uses for the Project Site, only prohibiting any development would mitigate the impacts to less than significant.

2. AGRICULTURAL RESOURCES

- a. **Significant Unavoidable Impact:** Conversion of farmland to non-agricultural use (Impact 5.2-1)

Finding: The development of the Project will have a significant and unavoidable impact on 24.1 acres of Prime Farmland, 98.8 acres of Farmland of Local Importance and 35.5 acres of Other Land which will be converted from agricultural uses into commercial and industrial uses. There are no feasible mitigation measures which will reduce the impact to less than significant which would feasibly attain most of the basic objectives of the Project. Given the similarity of impacts of other likely uses for the Project Site, only prohibiting any development would mitigate the impacts to less than significant.

Factual Basis for the Finding: As discussed on pages 5.2-1 and -6-7 of the Draft EIR and in the Agricultural Resources Report and Land Evaluation and Site Assessment and the Agricultural Impact Evaluation, Appendices B.1 and B.2 to the Draft EIR, the City's General Plan recognizes that farming has become less economically viable because of the high cost of water, the cost of land and property taxes, conflicts with surrounding urban uses and the lack of agri-business support in the area. Although the Project Site does contain land which has been identified by the California Department of Conservation as suitable for farming, the absence of an agricultural "infrastructure" – crop managers, labor, farm implements and processing facilities – in the vicinity, the cost of bringing suitable water to the Project Site, the cost of the water itself and the fact that the sale of the products which could be grown if water were available would not cover the costs of

production means that the Project Site cannot be realistically considered as an agricultural resource.

There are no feasible mitigation measures which could reduce the loss of the farmland. There is a finite amount of land that is suitable for agricultural use. The purchase of fee title or of agricultural conservation easements over other parcels used for agriculture would not avoid, reduce or compensate for the impact of converting the Project Site from agricultural to commercial and industrial uses because it would not offset the loss of agricultural land caused by the development of the Project, i.e., there would still be a net reduction in the total amount of land suitable for agricultural use. Further, no City policy requires the acquisition of replacement agricultural land, either in fee or through the use of a conservation easement, and no program to oversee such acquisitions exist.

b. Significant Unavoidable Impact: Cumulative loss of farmland

Finding: The development of the Project, in conjunction with related projects and that authorized by the Moreno Highlands Specific Plan, will result in significant and unavoidable cumulative impacts on farming. There are no mitigation measures which will reduce the impact to less than significant other than prohibiting development on sites now used for agriculture.

Factual Basis for the Finding: As discussed on pages 5.2-5-7 and 6-6-7 of the Draft EIR and in the Agricultural Resources Report and Land Evaluation and Site Assessment and the Agricultural Impact Evaluation, Appendices B.1 and B.2 to the Draft EIR, the City's General Plan recognizes that farming has become less economically viable because of the high cost of water, the cost of land and property taxes, conflicts with surrounding urban uses and the lack of agri-business support in the area. Although the Project Site does contain land which has been identified by the California Department of Conservation as suitable for farming, the absence of an agricultural "infrastructure" – crop managers, labor, farm implements and processing facilities – in the vicinity, the cost of bringing suitable water to the Project Site, the cost of the water itself and the fact that the sale of the products which could

be grown if water were available would not cover the costs of production means that the Project Site cannot be realistically considered as an agricultural resource.

There are no feasible mitigation measures which could reduce the loss of the farmland. There is a finite amount of land that is suitable for agricultural use. The purchase of fee title or of agricultural conservation easements over other parcels used for agriculture would not avoid, reduce or compensate for the impact of converting the Project Site from agricultural to commercial and industrial uses because it would not offset the loss of agricultural land caused by the development of the Project, i.e., there would still be a net reduction in the total amount of land suitable for agricultural use. Further, no City policy requires the acquisition of replacement agricultural land, either in fee or through the use of a conservation easement, and no program to oversee such acquisitions exist.

3. AIR QUALITY

- a. **Significant Unavoidable Impact:** Violation of an air quality standard or substantial contribution to an existing or projected air quality violation (Impact 5.3-2)

Finding: The construction and operation of the Project will not violate any air quality standards for localized impacts with two exceptions: those promulgated by the South Coast Air Quality Management District for the emission of coarse and fine particulate matter (“PM₁₀” and “PM_{2.5}”) during the construction of the Project. The imposition of Mitigation Measures AQ-1 through AQ-10, which require the control of fugitive dust, the acquisition of Tier II level construction equipment, to the extent available, the proper maintenance of construction equipment, the turning off of construction equipment when not in use and prohibiting idling for more than five minutes, the control of traffic around the Project Site, the use of low volatile organic compound paints applied using either high-volume low-pressure spray equipment or by hand, the encouragement of construction workers to carpool, the provision of on-site electrical hook-ups during construction, the reduction of the amount of dust which will be tracked off-site and limiting off-site construction improvements to an eight hour day during daylight hours will reduce the impact of the emission of PM₁₀, to less than significant. There are no mitigation measures which will reduce the emission of PM_{2.5} to less than

significant which would feasibly attain most of the basic objectives of the Project.

Factual Basis for the Finding: As discussed on pages 5.3-22-40 of the Draft EIR, as modified on pages 4-40-44 of the Final EIR, and in the Air Quality and Health Risk Report, Appendix D.1 to the Draft EIR, the grading of the Project Site and the operation of the Project will result in the emission of pollutants – nitrogen dioxide (“NO₂”), carbon monoxide (“CO”), PM₁₀ and PM_{2.5}. The South Coast Air Quality Management District has established localized significance thresholds to determine whether the emission of any of the pollutants will have a significant adverse effect on those nearby, both residents and workers. None of the thresholds will be exceeded after the construction of the buildings on the Project Site has been completed and operations begun. The same thing is true for NO₂ and CO during the construction Phases of the Project. However, without mitigation, the thresholds will be exceeded for both PM₁₀ and PM_{2.5}. Requiring the control of fugitive dust, acquiring Tier II level construction equipment, to the extent available, properly maintaining construction equipment, turning off construction equipment when not in use and prohibiting idling for more than five minutes, controlling traffic around the Project Site, using low volatile organic compound paints applied using either high-volume low-pressure spray equipment or by hand, encouraging construction workers to carpool, providing on-site electrical hook-ups during construction, reducing the amount of dust which will be tracked off-site and limiting off-site construction improvements to an eight hour day during daylight hours will ensure that the emission of PM₁₀ will be mitigated into insignificance. Accordingly, Mitigation Measures AQ-1 through AQ-10, as set forth on pages 5.3-38-39 of the Draft EIR, as modified on pages 4-2-5 of the Final EIR, have been imposed as conditions of approval of the Project. However, there are no feasible mitigation measures which will reduce the emissions of PM_{2.5} to less than significant which would feasibly attain most of the basic objectives of the Project.

- b. **Significant Unavoidable Impact:** Cumulatively significant net increase of any criteria pollutant for which the Project area is non-attainment under an applicable federal or state ambient air quality standard (Impact 5.3-3)

Finding: The Project Site is located in a non-attainment area for ozone, PM₁₀ and PM_{2.5}. The grading of the Project Site and the construction of Phase 1 of the Project on the Site could result in emissions of volatile organic compounds ("VOC"), nitrogen oxides ("NO_x"), PM₁₀ and PM_{2.5} in excess of the thresholds promulgated by the South Coast Air Quality Management District. The imposition of Mitigation Measures AQ-1 through AQ-10; which require the control of fugitive dust, the acquisition of Tier II level construction equipment, to the extent available, the proper maintenance of construction equipment, the turning off of construction equipment when not in use and prohibiting idling for more than five minutes, the control of traffic around the Project Site, the use of low volatile organic compound paints applied using either high-volume low-pressure spray equipment or by hand, the encouragement of construction workers to carpool, the provision of on-site electrical hook-ups during construction, the reduction of the amount of dust which will be tracked off-site and limiting off-site construction improvements to an eight hour day during daylight hours will reduce the impact of the emission of PM₁₀, will ensure that the daily amount of PM₁₀ and PM_{2.5} emitted during the grading and construction Phase 1 of the Project will reduce their impacts to less than significant and will reduce the daily amount of the emission of VOC and NO_x but not to less than significant.

The grading and construction associated with Phase 2 of the Project will result in the daily amount of emissions of VOC and NO_x in excess of the thresholds promulgated by the South Coast Air Quality Management District; the daily amount of emissions of PM₁₀ and PM_{2.5} will be less than those thresholds. The imposition of Mitigation Measures AQ-1 through AQ-10, described above, will reduce the daily amount of emissions of VOC and NO_x but not to less than significant.

The grading and construction associated with Phase 3 of the Project will result in the daily amount of emissions of VOC exceeding the threshold promulgated by the South Coast Air Quality Management District; the daily amount of emissions of NO_x, PM₁₀ and PM_{2.5} will not exceed those thresholds. The imposition of Mitigation Measures AQ-1 through AQ-10, described above, will reduce the daily amount of emissions of VOC but not to less than significant.

The daily amount of emissions of VOC, NO_x, PM₁₀ and PM_{2.5} associated with the operation of the Project during all Project Phases will exceed the thresholds promulgated by the South Coast Air Quality Management District. The imposition of Mitigation Measures AQ-11 through AQ-21, which require off-site construction be limited to day light hours, signs be posted stating that diesel trucks not idle for more than three minutes, the provision of electricity and electrical hooks-ups for transportation refrigeration, the prohibition against trucks not using electrically powered refrigeration units the prohibition of the establishment of sensitive receptors near the Project Site, the encouragement of the use of "clean" trucks and vehicles, the design of the Project Site to diminish queuing of trucks, the provision of food service on-site, the provision of incentives for employees to carpool and the maximization of electrical electrically powered equipment for landscape maintenance, and GCC-5(a), which requires the provision of facilities designed to encourage the use of bicycles, GCC-5(e), which requires preferential parking for carpools, vanpools and alternatively fueled vehicles, GCC-9, which requires LEED credit in a number of areas, and GCC-11, which prohibits access of heavy trucks to the Project Site for heavy trucks which do not have an Engine Certification label, will reduce the daily amount of emissions slightly but in no case will they cause the emissions to be less than significant.

In no case will the daily amount of the emission of CO exceed the threshold promulgated by the South Coast Air Quality Management District during either the grading of the Project Site or the construction of buildings on the Site. The daily amount of emissions of CO will exceed the threshold for CO promulgated by the South Coast Air Quality Management District during all of the three operational Phases of the Project. The imposition of Mitigation Measures AQ-11 through AQ-21 and GCC-5(a), GCC-5(e), GCC-9 and GCC-11, all as described above, will reduce the daily amount of emissions slightly but not to less than significant.

There are no further mitigation measures which will reduce the foregoing impacts to insignificant which would feasibly attain most of the basic objectives of the Project.

The daily amount of emissions of SO_x will be less than the thresholds promulgated by the South Coast Air Quality Management District throughout the grading of the Project Site, the construction of buildings on the Site and the operation of the Project.

Factual Basis for the Finding: As discussed on Section 5.3 of the Draft EIR, as modified on pages 4.40-4.46 of the Final EIR, and in the Air Quality and Health Risk Report, Appendix D.1

to the Draft EIR, the development of the Project has the potential of emitting criteria pollutants, except for SO_x , in excess of the thresholds promulgated by the South Coast Air Quality Management District during the grading of the Project Site, construction of buildings on the Site and the operation of the Project. Requiring the control of fugitive dust, acquiring Tier II level construction equipment, to the extent available, properly maintaining construction equipment, turning off construction equipment when not in use and prohibiting idling for more than five minutes, controlling traffic around the Project Site, using low volatile organic compound paints applied using either high-volume low-pressure spray equipment or by hand, encouraging construction workers to carpool, providing on-site electrical hook-ups during construction, reducing the amount of dust which will be tracked off-site and limiting off-site construction improvements to an eight hour day during daylight hours will ensure that the daily amount of emissions of PM_{10} and $\text{PM}_{2.5}$ during the grading and construction associated with Phase 1 of the Project will be mitigated into insignificance. Accordingly, Mitigation Measures AQ-1 through AQ-10, set forth on pages 5.3-38-39 of the Draft EIR, as modified on pages 4-2-5 of the Final EIR, have been imposed as conditions of approval of the Project. The same conditions will reduce the daily amount of emissions of NO_x during the grading and construction associated with Phase 2 of the Project to less than significant but will reduce the daily amount of emissions of VOC only slightly and not below the threshold promulgated by the South Coast Air Quality Management District. The daily amount of emissions of the other criteria pollutants will be below the thresholds promulgated by the South Coast Air Quality Management District.

The daily amount of emissions of VOC associated with the grading and construction of Phase 3 of the Project will exceed the threshold promulgated by the South Coast Air Quality Management District. The imposition of Mitigation Measures AQ-1 through AQ-10, as described above, will reduce the daily amount of

emissions of VOC slightly but not to less than significant. The daily amount of emissions of the remaining criteria pollutants will all be below the thresholds promulgated by the South Coast Air Quality Management District.

The daily amount of emissions for all three operational phases of the Project, with the exception of SO_x, will exceed the thresholds promulgated by the South Coast Air Quality Management District. The imposition of Mitigation Measures AQ-11 through AQ-13, as set forth on page 5.3-52 of the Draft EIR, as modified on pages 4-5-6 of the Final EIR, AQ-14 through AQ-21, set forth on pages 4-6-6 of the Final EIR, GCC-5(a), GCC-5(e) and GCC-9, set forth on pages 5.16-11-13, as modified on pages 4-19-20 of the Final EIR, and GCC-11, set forth on page 4-21 of the Final EIR, all as described above, will reduce the daily amount of emissions of each of the other five criteria pollutants slightly but not to less than significant.

There are no further mitigation measures which will reduce the emissions of the criteria pollutants to less than significant which would feasibly attain most of the basic objectives of the Project. The emissions of VOC and NO_x are associated with the grading of the Project Site and the asphalt, building and architectural coatings for those buildings. The operational emissions are due almost entirely to mobile sources – cars and trucks – over which the City has no control because the Legislature has vested all authority to deal with the emissions from cars and trucks in the California Air Resources Board.

- c. **Significant Unavoidable Impact:** Exposure of sensitive receptors to substantial pollutant concentrations (Impact 5.3-4)

Finding: The development of the Project has the potential to expose sensitive receptors to emissions of PM₁₀ and PM_{2.5} in excess of local significance thresholds promulgated by the South Coast Air Quality Management District and to the risk of cancer from the operation of the Project in excess of the significance threshold of 10 in 1,000,000. The imposition of Mitigation Measures AQ-1 through AQ-21, which require the control of fugitive dust, the acquisition of

Tier II level construction equipment, to the extent available, the proper maintenance of construction equipment, the turning off of construction equipment when not in use and prohibiting idling for more than five minutes, the control of traffic around the Project Site, the use of low volatile organic compound paints applied using either high-volume low-pressure spray equipment or by hand, the encouragement of construction workers to carpool, the provision of on-site electrical hook-ups during construction, the reduction of the amount of dust which will be tracked off-site, limiting off-site construction improvements to an eight hour day during daylight hours, off-site construction be limited to day light hours, signs be posted stating that diesel trucks not idle for more than three minutes, the provision of electricity and electrical hooks-ups for transportation refrigeration, the prohibition against trucks not using electrically powered refrigeration units the prohibition of the establishment of sensitive receptors near the Project Site, the encouragement of the use of "clean" trucks and vehicles, the design of the Project Site to diminish queuing of trucks, the provision of food service on-site, the provision of incentives for employees to carpool and the maximization of electrical electrically powered equipment for landscape maintenance; and GCC-5(a), which requires the provision of facilities designed to encourage the use of bicycles, GCC-5(e), which requires preferential parking for carpools, vanpools and alternatively fueled vehicles, GCC-9, which requires LEED credit in a number of areas, and GCC-11, which prohibits access of heavy trucks to the Project Site for heavy trucks which do not have an Engine Certification label will reduce the impacts of PM₁₀ and the risk of cancer to less than significant but the risk associated with the emissions of PM₁₀ during the grading and construction associated with Phase 1 of the Project will remain significant and unavoidable. There are no mitigation measures which will reduce the impacts to less than significant which would feasibly attain most of the basic objectives of the Project.

Factual Basis for the Finding: As discussed in Section 5.3 of the Draft EIR, as modified on pages 4-2-5 of the Final EIR, in the Air Quality and Health Risk Report, Appendix D.1 to the Draft EIR, as amplified and clarified in the Supplemental Health Risk Assessment Report, Appendix D.1 to the Final EIR, and in subsection IV.C.3.a above, the grading, construction and operation associated with the Project has the potential to exceed localized significance thresholds and cancer risks for sensitive receptors near the Project Site. Controlling fugitive dust; acquiring Tier II level construction equipment, to the extent available,

properly maintaining construction equipment, turning off construction equipment when not in use and prohibiting idling for more than five minutes, controlling traffic around the Project Site, using low volatile organic compound paints applied using either high-volume low-pressure spray equipment or by hand, encouraging construction workers to carpool, providing on-site electrical hook-ups during construction, reducing the amount of dust which will be tracked off-site, limiting off-site construction improvements to an eight hour day during daylight hours, providing bicycle parking spaces and on-site showers, preferential parking for carpools and alternatively fueled vehicles, obtaining LEED, or if not available an approved program to achieve the same level of environmental benefit, certification for the Project, prohibiting access to trucks over 10,000 pounds which do not have an Engine Certification Label and establishing a buffer area on land immediately south of future Eucalyptus Avenue through a deed restriction will ensure that the risks associated with PM_{2.5} and cancer will be mitigated into insignificance. Accordingly, The imposition of Mitigation Measures AQ-1 through AQ-13, as set forth on pages 5.3-38-39 and -52 of the Draft EIR, as modified on pages 4-2-6 of the Final EIR, AQ-14 through AQ-21, set forth on pages 4-6-6 of the Final EIR, GCC-5(a), GCC-5(e) and GCC-9, set forth on pages 5.16-11-13, as modified on pages 4-19-20 of the Final EIR, Mitigation measures AQ-1 through AQ-21, GCC-5(a), GCC-5(e) and GCC-9, set forth on pages 5.3-38-39 and -52 of the Draft EIR, as modified on pages 4-2-5 and -19-20 of the Final EIR, have been imposed as conditions of approval of the Project. However, as set forth in the factual basis for the finding in subsection IV.C.3.a above, there are no feasible mitigation measures which will reduce the emissions of PM₁₀ associated with the grading and construction of Phase 1 of the Project to less than significant.

- d. **Significant Unavoidable Impact:** Cumulative contribution to air quality impacts

Finding: The development of the Project, in conjunction with related projects and that authorized by the Moreno Highlands Specific Plan, will result in significant and unavoidable cumulative impacts on VOC, NO_x, CO, PM₁₀ and PM_{2.5}. There are no mitigation measures which will reduce the impacts to less than significant.

Factual Basis for the Finding: As discussed on pages 6-8-10 of the Draft EIR, in the Air Quality and Health Risk Analysis Report, Appendix D.1 to the Draft EIR, Response 10-2, page 3-99 of the Final EIR and in subsections IV.C.3.a-c above, the air quality pollutants emitted during the operation of the Project, alone or in conjunction with those emitted by surrounding development, will be cumulatively significant. All feasible mitigation measures have been imposed as conditions of approval of the Project. The City will impose feasible mitigation measures on projects seeking approval within the future. However, the air quality problems that exist in the area of the Project are, in most cases, problems affecting the entirety of the South Coast air basin and, as such, are beyond the City's control.

4. NOISE

- a. **Significant Unavoidable Impact:** Cumulative adverse noise impacts

Finding: The development of the Project, in conjunction with the development of related projects and that authorized by the Moreno Highlands Specific Plan will result in significant and unavoidable cumulative noise impacts on houses located near SR-60. There are no feasible mitigation measures which will reduce the impacts to less than significant.

Factual Basis for the Finding: As discussed on pages 6-17-23 of the Draft EIR and in the Noise Assessment, Appendix I to the Draft EIR, the increase in noise due to the operation of the Project will be small. However, when added to that which can be expected by the use of vehicles on SR-60 from both related projects and the development of the Moreno Highlands Specific Plan area, the result will be that at least one residence east of Theodore Street and several residences located west of Redlands Boulevard will experience a noise increase of more than 3 dB with a future noise level above 65 CNEL, the City's noise level for residential areas. There are no mitigation

measures which will reduce the impacts to less than significant.

5. GLOBAL CLIMATE CHANGE AND GREENHOUSE GASES

- a. **Significant Unavoidable Impact:** Hindrance or delay of California's ability to meet the climate reduction targets contained in AB32 (Impact GCC-1)

Finding: The grading and construction associated with the Project will, after the application of all feasible mitigation measures, result in approximately 6,500 metric tons of carbon dioxide equivalent ("CO_{2e}"). The operation of the Project, after the imposition of all feasible mitigation measures, will produce approximately 81,800 metric tons of CO_{2e} per year. In the absence of any quantitative or qualitative threshold of significance for the emissions of CO_{2e}, it must be assumed that the amount of the emissions of CO_{2e}, both during the grading and construction associated with the Project and the operation of the Project will, individually and cumulatively, be a significant and unavoidable impact. There are no feasible mitigation measures which will reduce the impacts to less than significant.

Factual Basis for the Finding: As discussed in Section 5.16 and pages 6-40-41 of the Draft EIR and in the Climate Change Analysis, Appendix N to the Draft EIR, the grading and construction associated with the Project and the operation of the Project will generate substantial amounts of CO_{2e} emissions. There is, currently, neither a quantitative nor a qualitative threshold to be used to determine whether the amount of CO_{2e} emissions is significant. Various thresholds, ranging from no new contributions to over 40,000 metric tons per year, have been proposed. The staff of the South Coast Air Quality Management District has suggested a possible threshold of 10,000 tons of CO_{2e} per year for industrial projects but has not suggested a numerical threshold for non-industrial projects; the District has not yet acted on the proposal. However, the California Air Resources Board and the Office of Planning and Research are considering the adoption of a threshold of significance for CO_{2e} emissions but have not yet decided on that threshold. AB32 requires a reduction of approximately 30% in CO_{2e} emissions over business as usual by 2020 in order to reach the levels emitted in California in 1990. Irrespective of

when or what standards will be adopted by the California Air Resources Board all feasible measures have been implemented in this project in compliance with AB-32.

Incorporating water conservation requirements, properly maintaining construction equipment, turning off construction equipment when not in use and prohibiting construction equipment from idling for more than five minutes, controlling traffic around the Project Site, encouraging construction workers to carpool, prohibiting truck idling for more than three minutes per day per truck, providing electricity in the loading area for transportation refrigeration units, designing the Project to meet 2008 Title 24 energy efficiency requirements, using “cool roofs” and “cool paints,” installing renewable energy generation on-site to meet the Project’s Phase 1 office electricity needs, using ENERGY STAR-qualified energy efficient appliances, providing bicycle storage parking and showers for employees, installing Light Emitting Diodes in any traffic lights which are a part of the Project, providing pedestrian and bicycle connections to surrounding areas, establishing a Transportation Management Association to encourage and coordinate carpooling by occupants of the Project, providing preferential parking for carpools, vanpools and alternatively fueled vehicles, obtaining LEED certification or, if not available, a similar program to achieve the same level of environmental benefit, designing loading docks which will accommodate trucks utilizing “SmartWay Truck Efficiency” emission reduction features, and prohibiting access to trucks over 10,000 pounds which do not have an Engine Certification Label will ensure reduction in the amount of emissions of CO_{2e}. Accordingly, Mitigation Measures AQ-1, AQ-3, AQ-4, AQ-5, AQ-7, AQ-11, AQ-12 and GCC-1 through 10, set forth on pages 5.16-9-13 of the Draft EIR, as modified on pages 4-2-6 and -18-21 of the Final EIR, and GCC-11, set forth on page 4-21 of the Final EIR, have been imposed as conditions of approval of the Project. However, there

are no additional feasible mitigation measures which would reduce the impact to less than significant.

- b. **Significant Unavoidable Impact:** Impacts of climate change on the Project (Impact GCC-2)

Finding: Potential impacts of climate change include the exacerbation of air quality problems, reduction in the quality and supply of water from the Sierra snow pack, damage to the natural environment, reduction of in-state electricity production, and an increase in wildfires, all of which could adversely affect the Project. The imposition of Mitigation Measures W-1, which requires the preparation of a planting and irrigation plan for the City's review and approval, GCC-1 through GCC-4, which require increased energy efficiency, the use of "cool" roofs and paints, the production of energy on-site through the use of alternate, renewable energy sources and the use of energy efficient appliances and systems, and GCC-9, which requires LEED credit in a number of areas, will reduce the Project's need for energy and water slightly but the impact of global climate change on the Project will continue to be significant and unavoidable. There are no mitigation measures which will reduce the impacts to less than significant.

Factual Basis for the Finding: As discussed on pages 5.16-16-18 of the Draft EIR and the Climate Change Analysis, Appendix N to the Draft EIR, global climate change will affect the Project in various ways. Imposing the mitigation measures discussed in subsection IV.C.5 above will decrease the amounts of water and energy required by the Project after it is in operation but it, like all other projects in California, will be subject to the deleterious impacts of climate change.

V. PROJECT ALTERNATIVES

A. ALTERNATIVE SITES

Finding: There exists no reasonably feasible and available alternative site for the Project which would avoid or substantially lessen the significant impacts of the Project or to allow it to feasibly attain most of the Project's basic objectives.

Factual Basis for the Finding: As discussed on pages 9-2-3 and -33-34 of the Draft EIR and in the letters from Darla Longo dated January 18, 2008, and October 7, 2008, Appendices O to the Draft and Final EIRs, an extensive search for

reasonably feasible and available alternative sites was conducted. While eight potential sites were considered, six of the eight were found to be infeasible for failure to meet, at the initial threshold, one or more of Skechers's requirements for its business and logistics models, including, but not limited to, the ability to host a 1,800,000 sf facility together with the possibility of expansion later on a site immediately adjacent to a major freeway and within the geographic service area needed. One other potential site, in San Bernardino, met the threshold and was studied for feasibility, but it was concluded after study that the site could not be built in an efficient configuration for Skechers's operations. Therefore, no reasonably feasible and available alternative site in the Inland Empire could be found. Moreover, even if an alternative site could be found, the significant and unavoidable impacts, individually and cumulatively, on, at least, air quality and global climate change would not be reduced. Significant and unavoidable noise impacts, individually and cumulatively, are also unlikely to be reduced for any otherwise feasible site that would satisfy Skechers's needs.

B. NO PROJECT — NO DEVELOPMENT ALTERNATIVE

Finding: The No Project — No Development Alternative is environmentally superior to the Project but would not attain any of the objectives for the Project.

Factual Basis for the Finding: As discussed on pages 9-3-9 and -36 of the Draft EIR, leaving the Project Site in its current condition would result in no impacts to the environment with the exception that the existing General Plan's designation of the Project Site for development with commercial and industrial uses would not be satisfied. None of the Project's objectives would be met.

C. EXISTING GENERAL PLAN ALTERNATIVE

Finding: Developing the Project Site under the existing General Plan designation and zoning would allow for the development of 1,715,000 sf of business park and 410,000 sf of community commercial uses. The impacts on the environment of development pursuant to the existing General Plan designation and zoning would be roughly comparable to those which would result from the

development of the Project. However, it would not meet any of Skechers's needs nor would it allow Skechers to have the logistics facility available in the very near future at any other reasonably feasible and available site. In addition, due to market conditions, development under the existing General Plan designation and zoning would not currently be feasible and therefore would delay any benefits that development of the Project Site would bring to the City, such as jobs and revenues. Likewise, it would not provide the Project applicant with an adequate rate of return on its investment because there is no market available for development of the Project Site consistent with the existing General Plan designation and zoning.

Factual Basis for the Finding: As discussed on pages 9-9-19 and -36 of the Draft EIR and in the letter from Darla Longo dated February 12, 2008, Appendix O to the Final EIR, there is currently no market for the development of the Project Site consistent with the existing General Plan designation and zoning. The environmental impacts of development of the Project Site consistent with the existing General Plan designation and zoning are roughly comparable to those of the Project with the impacts on aesthetics, noise, public services and utilities being slightly less and those on air quality, geology and soils, hazards and hazardous materials and global climate change being slightly more. Developing the Project Site consistent with the existing General Plan designation and zoning would not allow the Project applicant to achieve its objectives, because it would not be able to provide logistics facilities to Skechers, resulting in delay or denial of providing the City with new jobs and revenues from the development of the Project Site and precluding an adequate rate of return on its investment because there is simply no existing market for development of the Project Site consistent with the General Plan designation and zoning.

D. REDUCED DENSITY ALTERNATIVE

Finding: Developing the Project Site with 1,000,000 sf of logistics use and 200,000 sf of community commercial uses would result in environmental impacts which would be slightly less than those which would result from the development of the Project. However, a reduced density alternative would not allow the Project to attain a number of its basic objectives and would not reduce any

significant unavoidable environmental impact of the Project to a level of insignificance or to a level capable of mitigation to a level of insignificance and is therefore not significantly environmentally superior to the Project.

Factual Basis for the Finding: As discussed on pages 9-19-26 and -36 of the Draft EIR, the environmental impacts of the reduced project would be marginally less than, or equal to, those of the Project. In particular, impacts on Agricultural Resources, Biological Resources, Cultural Resources Hydrology and Water Quality, Mineral Resources, and Population, Housing and Employment would be the same for the Reduced Density Alternative as for the Project, except that employment opportunities would be reduced. Reductions in most other impacts would be marginal to modest. Only reductions in impacts on Air Quality would be likely to be substantial. However, no significant unavoidable impact of the Project would be reduced to or made capable of mitigation to a level of insignificance. Also, the reduced density alternative would prevent achieving some of the Project's basic objectives. In particular, Skechers would not be provided the size and expandability required by its business objectives. Current market conditions would render the Reduced Density Alternative not reasonably feasible and therefore preclude the Project applicant from obtaining an adequate rate of return on its investment.

E. NORMAL CONSTRUCTION SCHEDULE ALTERNATIVE

Finding: The normal construction alternative would have moderately fewer environmental impacts than the Project. However, it would not allow the Project to attain a number of its basic objectives and would not reduce any significant unavoidable environmental impact of the Project to a level of insignificance or to a level capable of mitigation to a level of insignificance and is therefore not significantly environmentally superior to the Project.

Factual Basis for the Finding: As discussed on pages 9-27-33 and -36 of the Draft EIR, the normal construction schedule would have a moderately lesser environmental impact on aesthetics, air quality and noise during the construction phase but would otherwise be comparable to the impacts which would result from the development of the Project and make no difference in any impacts during the

operation of the Project. However, Skechers would be delayed in consolidating its operations in a single logistics facility and the City would also be delayed in obtaining the jobs and revenues which the construction and operation of the Project will generate. Therefore, development of the Project Site with a normal construction schedule would delay achievement of most of the basic objectives of the Project and would not be significantly environmentally superior to the Project.

F. ADEQUACY OF THE RANGE OF ALTERNATIVES

Finding: Alternatives consisting of development consistent with the existing General Plan designation and zoning, reduced density and a normal construction schedule represent a reasonable range of alternatives.

Factual Basis for the Finding: As discussed on pages 9-2-3 and -33-34 of the Draft EIR and in the letters from Darla Longo dated January 18, 2008, and October 7, 2008, Appendices O to the Draft and Final EIRs, an extensive search for reasonably feasible and available alternative sites was conducted. While eight potential sites were considered, six of the eight were found to be infeasible for failure to meet, at the initial threshold, one or more of Skechers requirements for its business and logistics models, including, but not limited to, the ability to host a 1,800,000 sf facility together with the possibility of expansion later on a site immediately adjacent to a major freeway and within the geographic service area needed. One other potential site, in San Bernardino, met the threshold and was studied for feasibility, but it was concluded after study that the site could not be built in an efficient configuration for Skechers's operations. Therefore, no reasonably feasible and available alternative site in the Inland Empire could be found. Moreover, even if an alternative site could be found, the significant and unavoidable impacts, individually and cumulatively, on, at least, air quality and global climate change would not be reduced. Significant and unavoidable noise impacts, individually and cumulatively, are also likely to not be

reduced for any site truly feasible for Skechers's objectives.

Because, there are no reasonably feasible and available alternative sites, development consistent with the existing General Plan designation and zoning, reduced density and a normal construction schedule represent a reasonable range of alternatives. The purpose of the Guidelines requirements of studying a reasonable range of alternatives would not be met by constructing additional alternatives that would not meet the basic objectives of the Project. Because Skechers needs are specific as to size, expandability, location and transport accessibility, and without alternative sites as an option, no other alternatives appear feasible which would not defeat at least one basic Project objective.

VI. LOGISTIC MODIFIED GENERAL PLAN CONCEPT

Section 8.3 of the Draft EIR discusses a modification of the Moreno Highlands Specific Plan which would substantially decrease the residential, commercial and business park/light industrial uses of the Specific Plan area and allow the development of substantial logistic facilities, a use not contemplated in the existing Specific Plan. No application for any modification of the Specific Plan has been submitted to the City and there is no guarantee that any application will be submitted. Any modification of the Specific Plan is independent of the development of the Project. Its only connection is that the Project applicant owns both the Project Site and the land which would be affected by a modification of the Specific Plan.

This information was provided solely because the project applicant, the owner of a substantial portion of the land subject to the Specific Plan, is considering the possibility of seeking an amendment of the Specific Plan so that, consistent with CEQA's purpose of providing full information to decision makers and the public, the discussion was included in the Draft EIR.

Specifically, any such amendment to the Specific Plan would require compliance with all of the City's approval process including, but not limited to, a development application, environmental review and new and separate Planning Commission and City Council public hearing. Nothing in the Draft or Final EIR nor in this set of Findings constitutes approval of, or any commitment to approve, any such future application.

VII. STATEMENT OF OVERRIDING CONSIDERATIONS

As set forth in Section IV. above, most of the Project's impacts on the environment will either be insignificant or, through the imposition of mitigation measures as conditions of approval of the Project, can be reduced to less than significant. However, as set forth in subsection VI.C. above, impacts to aesthetics, agricultural resources, air quality, noise and climate change and greenhouse gases will remain significant and unavoidable even after the imposition of all feasible mitigation measures. Further, as set forth in Section V. above, there are no feasible alternatives to the Project which would mitigate or avoid those environmental impacts. Nevertheless, as set forth below, the Council has determined that the benefits which will accrue from the development of the Project outweigh the significant and unavoidable impacts which the Project will produce.

A. AESTHETICS

Finding: Notwithstanding the significant unavoidable impacts to aesthetics discussed in subsection IV.C.1 above, the development of otherwise unusable land, the creation of jobs by the Project, the multiplier effect which will create secondary jobs to support the Project and those who work in it, the demonstration that the City is eager to attract new business opportunities and the fact that the Project will be LEED certified or, if LEED certification is not available, a similar program to achieve the same level of environmental benefit, will also demonstrate the City's commitment to green technology constitutes benefits which outweigh the unavoidable adverse environmental impacts to aesthetics. Each of the benefits, individually, constitutes a sufficient basis for approving the Project notwithstanding the significant and unavoidable impact on aesthetics which will result.

Factual Basis for the Finding: As set forth in the Project Objectives on pages 3-2 and 5.12-2 of the Draft EIR the letter from Darla Longo dated February 12, 2008, Appendix O to the Final EIR, the Fiscal Impact Study dated October 23, 2008, and the Economic Impact Study dated October 24, 2008, the approval of the Project will allow the conversion of vacant, marginally productive agricultural land, into a job and revenues producing facility. It will allow Skechers to consolidate its operations from five existing buildings in Ontario into one building in the City which will, in the short run, generate approximately 600 construction jobs and over 1,050 new jobs in the City in Phase 1 operation of the project and, in the long run, the development of the Project will generate approximately 2,000 new jobs in the City associated with the Project, all of which will help

adjust the unfavorable jobs/housing balance which currently exists. Further, the construction of Phase 1 of the Project will generate approximately 250 secondary jobs in the City while the operation of the Project will, generate approximately 530 secondary jobs in the City and over additional 1,000 secondary jobs in the County providing goods and services to the Project and to those who work on the Project Site. Once in operation, the Project will generate over \$900,000 annually in net revenues to the City.

B. AGRICULTURAL RESOURCES

Finding: Notwithstanding the significant unavoidable impacts to agricultural resources discussed in subsection IV.C.2. above, the development of otherwise unusable land, the creation of jobs by the Project, the multiplier effect which will create secondary jobs to support the Project and those who work in it, the demonstration that the City is eager to attract new business opportunities and the fact that the Project will be LEED certified or, if LEED certification is not available, a similar program to achieve the same level of environmental benefit, will also demonstrate the City's commitment to green technology constitutes benefits which outweigh the unavoidable adverse environmental impacts to agricultural resources. Each of the benefits, individually, constitutes a sufficient basis for approving the Project notwithstanding the significant and unavoidable impact on agricultural resources which will result.

Factual Basis for the Finding: As set forth in the Project objectives on pages 3-2 and 5.12-2 of the Draft EIR the letter from Darla Longo dated February 12, 2008, Appendix O to the Final EIR, the Fiscal Impact Study dated October 23, 2008, and the Economic Impact Study dated October 24, 2008, the approval of the Project will allow the conversion of vacant, marginally productive agricultural land, into a job and revenues producing facility. It will allow Skechers to consolidate its operations from five existing buildings in Ontario into one building in the City which will, in the short run, generate approximately 600 construction jobs and over 1,050 new jobs in the City in Phase 1 operation of the project and, in the long run, the development of the Project will generate approximately 2,000 new jobs in the City associated with the Project, all of which will help

adjust the unfavorable jobs/housing balance which currently exists. Further, the construction of Phase 1 of the Project will generate approximately 250 secondary jobs in the City while the operation of the Project will, generate approximately 530 secondary jobs in the City and over additional 1,000 secondary jobs in the County providing goods and services to the Project and to those who work on the Project Site. Once in operation, the Project will generate over \$900,000 annually in net revenues to the City.

C. AIR QUALITY

Finding: Notwithstanding the significant unavoidable impacts to air quality discussed in subsection IV.C.3. above, the development of otherwise unusable land, the creation of jobs by the Project, the multiplier effect which will create secondary jobs to support the Project and those who work in it, the demonstration that the City is eager to attract new business opportunities and the fact that the Project will be LEED certified or, if LEED certification is not available, a similar program to achieve the same level of environmental benefit, will also demonstrate the City's commitment to green technology constitutes benefits which outweigh the unavoidable adverse environmental impacts to air quality. Each of the benefits, individually, constitutes a sufficient basis for approving the Project notwithstanding the significant and unavoidable impact on air quality which will result.

Factual Basis for the Finding: As set forth in the Project objectives on pages 3-2 and 5.12-2 of the Draft EIR the letter from Darla Longo dated February 12, 2008, Appendix O to the Final EIR, the Fiscal Impact Study dated October 23, 2008, and the Economic Impact Study dated October 24, 2008, the approval of the Project will allow the conversion of vacant, marginally productive agricultural land, into a job and revenues producing facility. It will allow Skechers to consolidate its operations from five existing buildings in Ontario into one building in the City which will, in the short run, generate approximately 600 construction jobs and over 1,050 new jobs in the City in Phase I operation of the project and, in the long run, the development of the Project will generate approximately 2,000 new jobs in the City associated with the Project, all of which will help

adjust the unfavorable jobs/housing balance which currently exists. Further, the construction of Phase 1 of the Project will generate approximately 250 secondary jobs in the City while the operation of the Project will, generate approximately 530 secondary jobs in the City and over additional 1,000 secondary jobs in the County providing goods and services to the Project and to those who work on the Project Site. Once in operation, the Project will generate over \$900,000 annually in net revenues to the City.

D. NOISE

Finding: Notwithstanding the significant unavoidable noise impacts discussed in subsection IV.C.4. above, the development of otherwise unusable land, the creation of jobs by the Project, the multiplier effect which will create secondary jobs to support the Project and those who work in it, the demonstration that the City is eager to attract new business opportunities and the fact that the Project will be LEED certified or, if LEED certification is not available, a similar program to achieve the same level of environmental benefit, will also demonstrate the City's commitment to green technology constitutes benefits which outweigh the unavoidable adverse noise impacts. Each of the benefits, individually, constitutes a sufficient basis for approving the Project notwithstanding the significant and unavoidable impact on noise which will result.

Factual Basis for the Finding: As set forth in the Project objectives on pages 3-2 and 5.12-2 of the Draft EIR the letter from Darla Longo dated February 12, 2008, Appendix O to the Final EIR, the Fiscal Impact Study dated October 23, 2008, and the Economic Impact Study dated October 24, 2008, the approval of the Project will allow the conversion of vacant, marginally productive agricultural land, into a job and revenues producing facility. It will allow Skechers to consolidate its operations from five existing buildings in Ontario into one building in the City which will, in the short run, generate approximately 600 construction jobs and over 1,050 new jobs in the City in Phase 1 operation of the project and, in the long run, the development of the Project will generate approximately 2,000 new jobs in the City associated with the Project, all of which will help adjust the unfavorable jobs/housing balance which

currently exists. Further, the construction of Phase 1 of the Project will generate approximately 250 secondary jobs in the City while the operation of the Project will, generate approximately 530 secondary jobs in the City and over additional 1,000 secondary jobs in the County providing goods and services to the Project and to those who work on the Project Site. Once in operation, the Project will generate over \$900,000 annually in net revenues to the City.

E. CLIMATE CHANGE AND GREENHOUSE GASES

Finding: Notwithstanding the significant unavoidable climate change and greenhouse gases impacts discussed in subsection IV.C.5. above, the development of otherwise unusable land, the creation of jobs by the Project, the multiplier effect which will create secondary jobs to support the Project and those who work in it, the demonstration that the City is eager to attract new business opportunities and the fact that the Project will be LEED certified or, if LEED certification is not available, a similar program to achieve the same level of environmental benefit, will also demonstrate the City's commitment to green technology constitutes benefits which outweigh the unavoidable adverse impact on global climate change. Each of the benefits, individually, constitutes a sufficient basis for approving the Project notwithstanding the significant and unavoidable impact on climate change and greenhouse gases which will result.

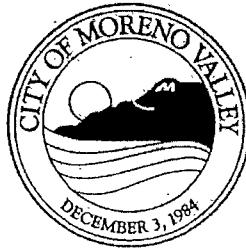
Factual Basis for the Finding: As set forth in the Project objectives on pages 3-2 and 5.12-2 of the Draft EIR the letter from Darla Longo dated February 12, 2008, Appendix O to the Final EIR, the Fiscal Impact Study dated October 23, 2008, and the Economic Impact Study dated October 24, 2008, the approval of the Project will allow the conversion of vacant, marginally productive agricultural land, into a job and revenues producing facility. It will allow Skechers to consolidate its operations from five existing buildings in Ontario into one building in the City which will, in the short run, generate approximately 600 construction jobs and over 1,050 new jobs in the City in Phase 1 operation of the project and, in the long run, the development of the Project will generate approximately 2,000 new jobs in the City associated with the Project, all of which will help adjust the unfavorable jobs/housing balance which

currently exists. Further, the construction of Phase 1 of the Project will generate approximately 250 secondary jobs in the City while the operation of the Project will, generate approximately 530 secondary jobs in the City and over additional 1,000 secondary jobs in the County providing goods and services to the Project and to those who work on the Project Site. Once in operation, the Project will generate over \$900,000 annually in net revenues to the City.

Mitigation Monitoring Program Highland Fairview Corporate Park Project

State Clearinghouse No. 2007101132

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INTRODUCTION

CEQA Requirements

The California Environmental Quality Act (CEQA) requires that when a public agency completes an environmental document that includes measures to mitigate or avoid significant environmental effects, the public agency must adopt a Mitigation Monitoring Program (MMP) for the changes to the project that it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment. The appropriate reporting or monitoring plan must be designed to ensure compliance during project implementation (Public Resources Code Section 21081.6).

The Planning Division would coordinate the project monitoring of the mitigation measures with each applicable department or division, while various City departments/divisions would be responsible for monitoring and verifying compliance of specific mitigation measures. (See Mitigation Monitoring and Reporting Summary Chart beginning on page 5.) The City of Moreno Valley Public Works Department (City) would coordinate monitoring of the implementation of all mitigation measures for the project. Monitoring will include: 1) verification that each mitigation measure has been implemented; 2) recordation of the actions taken to implement each mitigation measure; and 3) retention of records in the project file.

Program Objectives

The objectives of the MMP for the Proposed Project include the following:

- To provide assurance and documentation that mitigation measures are implemented as planned;
- To collect analytical data to assist City administration in its determination of the effectiveness of the adopted mitigation measures;
- To report periodically regarding project compliance with mitigation measures, performance standards and/or other conditions; and
- To make available to the public, upon request, the City record of compliance with project mitigation measures.

Overview of the Project

The project site and relevant off-site areas encompass a total of approximately 265.3 acres, development of the site includes approximately 2,420,000 square feet devoted to light industrial logistics uses, and 200,000 square feet of commercial uses. The proposed project includes a Tentative Parcel Map (TPM), a Change of Zone (CZ), a Plot Plan (PP), and a General Plan Amendment (GPA). The Parcel Map would create parcels for two logistics buildings, two commercial projects, and future SR-60 right-of-way. The parcel map would also establish the dedications for required improvements. The Change of Zone would change 6.7 acres of Community Commercial to Light Industrial. The Plot Plan would provide the site plan for the logistics building. The GPA widens the commercial area on the west, reduces the commercial area on the east, and

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eliminates a segment of a proposed trail alignment that was contingent upon its feasibility and replaces it with a connection to a planned trail to the east.

Organization of the Mitigation Monitoring Program

The following describes the various sections of the MMP:

- **Introduction** - Provides an overview of CEQA's monitoring and reporting requirements, program objectives, the project for which the program has been prepared, and the manner in which the mitigation monitoring program has been organized.
- **MMP** - Describes the City entities responsible for implementation of the mitigation monitoring plan, the plan scope, procedures for monitoring and reporting, public availability of documents, the process for making changes to the program, types of mitigation measures, and the manner in which monitoring will be coordinated to ensure implementation of mitigation measures.
- **Mitigation Monitoring and Reporting Summary** - Outlines the impacts and mitigation measures, responsible entities, and the timing for monitoring and reporting for each mitigation measure included in the plan.

DESCRIPTION OF PLAN

Mitigation Monitoring Procedures

This MMP delegates responsibilities for monitoring the project, and allows responsible City entities flexibility and discretion in determining how best to monitor implementation. Monitoring procedures will vary according to the type of mitigation measure. The timing for monitoring and reporting is described in the monitoring and reporting summary table included as part of this program. Adequate monitoring consists of demonstrating that monitoring procedures took place and that mitigation measures were implemented.

In order to enhance the effectiveness of the monitoring program, the City will utilize existing systems where appropriate. For instance, with any major construction project, the administration generally has at least one inspector assigned to monitor project construction. These inspectors are familiar with a broad range of regulatory issues and will provide first line oversight for much of the monitoring program.

Responsibilities of City include identification of typical mitigation measure-related issues such as noisy equipment, dust, safety problems, etc. Any problems are generally corrected through directions to the contractors, or through other appropriate, established mechanisms. Internal reporting procedures are already in place to document any problems and to address broader implementation issues.

Reporting Procedures

The City would be responsible for monitoring and implementing the mitigation measures included in this monitoring plan.

Reporting consists of establishing a record that a mitigation measure is being implemented, and generally involves the following steps:

- The City distributes reporting forms to the appropriate City Department (as indicated on the Mitigation Monitoring and Reporting forms) or employs the office’s existing reporting process for verification of compliance.
- Responsible entities verify compliance by signing the monitoring and reporting form and/or documenting compliance using their own internal procedures when monitoring is triggered.
- Responsible entities provide the City with verification that monitoring has been conducted and ensure, as applicable, that mitigation measures have been implemented.

The reporting forms prepared by the City would document the implementation status of mitigation measures of the project. The progress reports describe the monitoring status of all project mitigation measures. Project reporting forms and periodic status reports will be available at the City.

The City would also be responsible for assisting their contractor with reporting responsibilities to ensure that they understand their charge and complete their reporting procedures accurately and on schedule.

Public Availability

All monitoring reporting forms, summaries, data sheets, and correction instructions related to the Mitigation Monitoring Program for Highland Fairview Corporate Park would be available for public review upon request at the City of Moreno Valley Department of Public Works offices during normal business hours.

Program Changes

If minor changes are required to the MMP, they would be made in accordance with CEQA and would be permitted after further review by the City. Such changes could include reassignment of monitoring and reporting responsibilities and/or redesign to make any appropriate improvements. No change would be permitted unless the Mitigation Monitoring Program continues to satisfy the requirements of Public Resources Code Section 21081.6.

Types of Mitigation Measures Being Monitored

The Final Environmental Impact Report for the Highland Fairview Corporate Park Project is a “project specific” and “cumulative” evaluation as defined in the CEQA Guidelines.

The Final Environmental Impact Report recommends 63 project specific and cumulative mitigation measures to reduce impacts related to aesthetics, air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, land use and planning, noise, transportation and traffic, utilities and service systems, and global climate change and greenhouse gases. Compliance with these mitigation measures will be accomplished through administrative controls over project planning and implementation, in this case, through incorporation of specific construction methods, and verification of construction in accordance with these special provisions. Monitoring would be accomplished as described previously under "Reporting Procedures" through verification and certification by personnel.

In general, implementation of the MMP will require the following actions:

- Appropriate mitigation measures would be included in construction documents.
- Departments with reporting responsibilities would review the Final Environmental Impact Report, which provides general background information on the reasons for including specified mitigation measures.
- Problems or exceptions to compliance would be addressed by the City as appropriate.
- Periodic meetings may be held during project implementation to report on compliance with mitigation measures.

Mitigation Monitoring and Reporting Summary

Mitigation Measure	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
						Date	Monito
Aesthetics							
MM A-1. During project construction, the construction site manager or supervisor shall ensure that construction lighting shall be limited to lighting within the work area and light trespass shall be avoided through directional lighting, shielding, and other similar control measures.	Construction Supervisor	City of Moreno Valley Planning Division	During Construction				
MM A-2. Enhanced architectural and landscaping treatment shall be utilized along the building frontage with State Route (SR) 60 to minimize or soften views of long expanses of the upper elevations of buildings. Examples of alternative treatment measures may include, but not be limited to the following: <ul style="list-style-type: none"> • Use of color; or • Texture variation; or • Roof line variation. 	Applicant	City of Moreno Valley, Planning Division	Plot Plan Review/Approval				
Air Quality							
Construction MM AQ-1. Prior to construction of the project, the project applicant shall comply with SCAQMD Rule 403 by providing a Fugitive Dust Control Plan that describes the application of best management practices to control fugitive dust during construction. Best management practices shall include: <ul style="list-style-type: none"> • Application of water on disturbed soils a minimum of three times per day; • Covering haul vehicles; • Replanting disturbed areas as soon as practical; • Restricting vehicle speeds on unpaved roads to 15 mph; • Suspension of all grading activities during high wind 	Applicant	City of Moreno Valley Public Works, Land Development Division, and the South Coast Air Quality Management District	Prior to Issuance of Grading Permit				

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Mitigation Measure	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring Date	Monitor
<p>speeds in excess of 25 mph.</p> <ul style="list-style-type: none"> • A Large Operation notification shall be submitted to the SCAQMD prior to construction. • Project applicant to designate a to designate a person(s) to monitor the dust control program and to order increased watering, as necessary. • Post a sign with the telephone number and person to contact regarding dust complaints. The person shall take corrective action within 24 hours. • Complete all roadways, driveways, sidewalks, etc. as soon as possible; building pads should be developed as soon as possible after grading unless seeding, polymer, water, landscaping, soil binders, or similar means are applied within five working days after grading completion to minimize fugitive dust. • Street sweeping shall be accomplished as needed to remove soil transport to adjacent areas; sweeping shall require use of equipment certified under SCAQMD Rule 1186.1. 							
<p>MM AQ-2. The project applicant shall meet CARB standards by assuring use of lowest emission construction equipment reasonably available for use on this project. The construction fleet average shall meet or exceed Tier II level and the applicant shall provide incentives in the bidding process in selecting construction contractors that propose the lowest-emission construction equipment (i.e., high pressure injectors; smaller engine sizes; electric equipment; gasoline powered equipment with catalytic converters; and alternatively fueled construction equipment).</p> <p>The applicant shall also provide incentives in the bidding process in selecting grading and construction contractors that propose the use of equipment using Level III diesel particulate filters.</p>	<p>Applicant, Construction Supervisor</p>	<p>City of Moreno Valley, Public Works, Land Development Division</p>	<p>Prior to Construction</p> <p>During Onsite/Offsite Construction (Provide evidence that this has been certified at occupancy)</p>				

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Mitigation Measure	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
						Date	Monito
MM AQ-3. During project construction, construction equipment shall be properly maintained in accordance with manufacturer's specifications; maintenance shall include proper tuning and timing of engines. During maintenance, precautions shall be taken to ensure that fuel is not leaked onto the ground. Equipment maintenance records and equipment design specification data sheets shall be kept onsite during construction and subject to inspection by the SCAQMD.	Construction Supervisor	City of Moreno Valley Planning Division, Public Works, Land Development Division, and the South Coast Air Quality Management District'	Onsite/Offsite Construction				
MM AQ-4. During project construction, the project applicant shall require all contractors to turn off all construction equipment and delivery vehicles when not in use or prohibit idling in excess of five (5) minutes.	Construction Supervisor	City of Moreno Valley, Building and Safety Division	Onsite/Offsite Construction				
MM AQ-5. Prior to issuance of a grading permit, the project applicant shall provide a traffic control plan to the City of Moreno Valley that will describe in detail safe detours around the project construction site with temporary traffic control (e.g., flag person) during construction-related truck hauling activities, as required by the City. Construction activities that affect traffic flow on the arterial system shall be minimized by scheduling such activities to off-peak hours. Construction truck travel shall be routed to minimize travel on congested streets and near to sensitive receptor areas. Construction traffic shall gain access to the project site via Theodore Street and Eucalyptus Avenue to the greatest extent possible to minimize traffic and dust along Redlands Boulevard. The traffic control plan is primarily intended as a safety measure but also can minimize traffic congestion and delays that increase idling and acceleration emissions. The traffic control plan shall be prepared in accordance with U.S. Department of Transportation Federal Highways Administration Rule on Work Zone Safety 23 CFR 630 Subpart J, Developing and Implementing	Applicant	City of Moreno Valley, Transportation Engineering Division	Prior to issuance of a grading permit				

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Mitigation Measure	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring Date	Monitoring Monitor
Traffic Management Plans for Work Zones.							
MM AQ-6. All paints shall be low VOC paints and applied using either high volume low-pressure (HVL) spray equipment or by hand application. For a list of low VOC paints, refer to the website www.aqmd.gov/prdas/brochures/paintguide.html .	Applicant, Construction Supervisor	City of Moreno Valley, Building and Safety Division	Construction				
MM AQ-7A. <i>Construction Phases.</i> Prior to the issuance of grading permits, the developer shall provide documentation to the City of Moreno Valley indicating that construction workers will be encouraged to carpool to the greatest extent practical, including providing information on park and ride programs available to workers. The project shall also provide for lunch services onsite during construction to minimize the need for offsite vehicle trips. Workers shall be informed in writing and a letter placed on file at the City of Moreno Valley documenting the efforts to encourage carpooling.	Applicant	City of Moreno Valley, Planning Division,	Prior to issuance of grading permits. Construction				
MM AQ-7B. <i>Occupancy.</i> Prior to the issuance of occupancy permits, the project applicant shall provide documentation to the City of Moreno Valley indicating that tenant workers will be encouraged to carpool to the greatest extent practical including providing information on park and ride programs available to employees. Employees shall be informed in writing and a letter placed on file at the City of Moreno Valley documenting the efforts to encourage carpooling.	Applicant	City of Moreno Valley, Planning Division	Prior to issuance of Certificate of Occupancy				
MM AQ-8. During project construction, onsite electrical hook-ups shall be provided for electric construction tools including saws, drills and compressors, to minimize the need for diesel powered electric generators.	Applicant, Construction Supervisor	City of Moreno Valley, Building and Safety Division	Construction				

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Mitigation Measure	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
						Date	Monitor
MM AQ-9. During construction, rumble or bumper strips or similar best management practices shall be provided where vehicles enter and exit the construction site onto paved roads, or wash off trucks or any equipment leaving the site with each trip.	Applicant, Construction Supervision	City of Moreno Valley, Public Works Land Development Division	Construction				
MM-AQ-10. Offsite construction improvements shall be limited to an 8-hour day during daylight hours.	Construction Supervisor	City of Moreno Valley Public Works Land Development Division	Offsite Construction				
<p>Operations</p> <p>MM AQ-11. All project entrances shall be posted with signs which state:</p> <p>a) Diesel trucks servicing the project shall not idle for more than 3 minutes; and</p> <p>b) Telephone numbers of the building facilities manager and the California Air Resources Board to report violations.</p>	Applicant, Tenants	City of Moreno Valley, Planning Division and Building and Safety Division	Prior to issuance of occupancy permits/Operation				
MM AQ-12. Electricity shall be provided in the loading dock areas for transportation refrigeration units visiting the site, if any.	Applicant, Tenants	City of Moreno Valley, Planning Division and Building and Safety Division	Prior to Issuance of Certificate of Occupancy/ Operation				

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Mitigation Measure	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
						Date	Monitor
<p>MM AQ-13. A deed restricted area to the south of the project property line, precluding the establishment of sensitive receptors, is required. The documents necessary to execute the deed restriction shall be submitted to the City of Moreno Valley prior to the issuance of a building permit. Prior to the issuance of a Certificate of Occupancy, the area depicted on Exhibit 5.3-1 'Proposed Buffer Area' from the southern property line of the project between Redlands Boulevard and Theodore Street shall be deed-restricted in a manner acceptable to the City of Moreno Valley to preclude the establishment of sensitive receptors including residences, hospitals, convalescent homes, day-care centers, and schools within this area.</p>	Applicant	City of Moreno Valley, Planning Division	<p>Submittal of Deed Restriction Documents Prior to Issuance of Building Permits</p> <p>Execution of Deed Restrictions Prior to Issuance of Certificate of Occupancy</p>				
<p>MM AQ-14. Electrical hookups shall be provided for transport refrigeration units within the Commercial component (Phases II and III) to eliminate the need for idling of diesel-powered transport refrigeration units.</p>	Applicant, Tenants	City of Moreno Valley, Planning Division and Building and Safety Division	Plot Plan Approval/Prior to Occupancy Permits				
<p>MM AQ-15. The project applicant shall include in all new lease documents the requirement that the tenants shall utilize only trucks using refrigeration units capable of utilizing electrical hook-ups for deliveries to the tenant.</p>	Applicant	City of Moreno Valley, Planning Division	Operation (Written Documentation shall be provided)				
<p>MM AQ-16. The project applicant shall encourage its tenants to do the following: have a compressed workweek schedule for its employees; include electric powered and/or compressed natural gas fueled trucks and/or vehicles in fleets; require or provide incentives to use California Air Resources Board certified particulate filters that meet level III requirements; use "clean" trucks, such as 2007 or newer model year or 2010 compliant; use electric yard trucks; use trucks with a SmartWay 1.25 rating; and electrify auxiliary power units. The applicant shall provide documentation of its efforts to the satisfaction of the City.</p>	Applicant, Tenants	City of Moreno Valley, Planning Division	Operation				

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Mitigation Measure	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring Date	Monitor
MM AQ-17. The project shall be designed such that the check-in point for trucks is inside the facility property to ensure that there are no trucks queuing outside the facility.	Applicant	City of Moreno Valley, Planning Division, and Transportation Engineering Division	Plot Plan Review/ Approval				
MM AQ-18. Food services shall be provided onsite.	Applicant, Tenants	City of Moreno Valley, Planning Division	Onsite Construction, Operation				
MM AQ-19. Prior to the Issuance of Occupancy Permits, written evidence shall be provided to the Planning and Transportation Engineering Divisions that the project applicant shall include in all new lease documents the requirement that the tenant shall provide employees with incentives for carpooling or impose a parking fee.	Applicant, Tenant	City of Moreno Valley, Planning Division and Transportation Engineering Division	Written Evidence of Compliance Shall Be Provided at Occupancy/Operation				
MM AQ-20. The property owners association shall maximize use of electrical equipment for landscape maintenance.	Applicant, Tenants	City of Moreno Valley, Planning Division	Operation				
MM AQ-21. Prior to the issuance of a certificate of occupancy for Phase 3, traffic signals, including interconnect hardware installed, or paid for, in whole or in part, by the project applicant shall be synchronized by the applicant, to the satisfaction of the City Engineer.	City of Moreno Valley	City of Moreno Valley, Transportation Engineering Division	Prior to Certificate of Occupancy For Phase III.				

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Mitigation Measure	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
						Date	Monitor
Biological Resources							
<p>88 MM BR-1. To avoid impacts to nesting birds covered under the MBTA, vegetation removal activities involving established perennial vegetation located in the urban/developed plant community shall be avoided during avian nesting season (February 15 through August 31). If the nesting season cannot be avoided, a nesting bird survey shall be provided no more than thirty (30) days prior to vegetation removal activities. If no active nests are observed, construction activity may proceed with no further monitoring. If active nests are observed, a biological monitor shall be present during any construction activity within the vicinity of the nest. Construction activity may encroach within the vicinity of the nesting birds at the discretion of the biological monitor. Construction activity may proceed once the nestlings have fledged the nest.</p>	Applicant, Consulting Biologist	City of Moreno Valley Planning Division	Prior to Issuance of Grading Permits				
<p>MM BR-2. Prior to issuance of a grading permit, the applicant shall pay the mandatory mitigation fee for the SKRHCP. The mitigation fee is a per/acre fee based on the entire property footprint and is used to purchase land that contains occupied Stephens' kangaroo rat habitat for the purpose of conserving a large core population.</p>	Applicant	City of Moreno Valley Planning Division	Prior to Issuance of a Grading Permit				

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Mitigation Measure	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring Date	Monitoring
<p>MM BR-3. A pre-construction clearance survey for burrowing owl shall be provided. The pre-construction survey shall be conducted by a qualified biologist no more than thirty (30) days prior to any grading or ground disturbing activities.</p> <p>If construction is to be initiated during the breeding season (February 1 through August 31) and burrowing owl is determined to occupy any portion of the study area during the 30-day pre-construction survey, consultation with the CDFG and USFWS shall take place and no construction activity shall take place within 500 feet of an active nest/burrow until it has been determined that the nest/burrow is no longer active, and all juveniles have fledged the nest/burrow. No disturbance to active burrows shall occur without appropriate permitting through the MBTA and/or CDFG.</p> <p>If active burrowing owl burrows are detected outside the breeding season (September through January), or within the breeding season but owls are not nesting or in the process of nesting, passive relocation may be conducted following consultation with the CDFG and USFWS. Construction activity may occur within 500 feet of the active nests at the discretion of the biological monitor.</p>	Applicant, Consulting Biologist	City of Moreno Valley Planning Division	Prior to Issuance of Grading Permits				
<p>MM BR-4. Prior to issuance of a building permit, the applicant shall pay the mandatory mitigation fee for the MSHCP. The mitigation fee is a per unit fee based on the residential development and a per square feet fee based on commercial or industrial development. This will satisfy mitigation required for Impact 5.4-5 and 5.4-6.</p>	Applicant	City of Moreno Valley Planning Division	Prior to the Issuance of a Building Permit				

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Mitigation Measure	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
						Date	Monitor
Cultural Resources							
MM CR-1. Prior to the issuance of a grading permit, a City-approved Project Archaeologist shall be retained to initiate and supervise cultural resource mitigation-monitoring during project-related earthmoving in all areas of the project, subject to certain constraints found in MM CR-2.	Applicant, Construction Supervisor, Consulting Archaeologist	City of Moreno Valley, Planning Division	Prior to Issuance of a Grading Permit (Provide document for review prior to issuance of a Grading Permit)				
MM CR-2. Project-related archaeological monitoring shall include the following constraints: 1. All construction-related earthmoving shall be monitored to a depth of ten (10) feet below grade by the Project Archaeologist or his/her designated representative; 2. Once 50 percent of the earth to be moved has been examined by the Project Archaeologist, the Project Archaeologist may, at his or her discretion, terminate monitoring if and only if no buried cultural resources have been detected; 3. If buried cultural resources are detected during monitoring, monitoring must continue until 100 percent of virgin earth within the study area has been disturbed and inspected by the Project Archaeologist or his/her designated representative. 4. Grading shall cease in the area of a cultural artifact or potential cultural artifact as delineated by the Project Archaeologist or his/her designated representative. Grading should continue in other areas of the site while particular find are investigated; and 5. If cultural artifacts are uncovered during grading, they shall be examined by a professional archaeologist subject to MM CR-3, and decisions shall be made as to mitigation, treatment and/or	Applicant, Consulting Archaeologist, Construction Supervisor	City of Moreno Valley Planning Division	During Grading				

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Mitigation Measure	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
						Date	Monito
disposition in consultation with the culturally affiliated Tribe(s), as determined by the City. A mitigation-monitoring report must accompany the artifacts.							
MM CR-3. Should buried prehistoric cultural resources be encountered during monitoring, the resources shall be evaluated for significance in consultation with the culturally affiliated Tribe(s), as determined by the City, following CEQA Guidelines prior to continuance of grading in the area.	Applicant, Construction Supervisor, Consulting Archaeologist	City of Moreno Valley Planning Division	During Grading				
MM CR-4. The City of Moreno Valley shall designate culturally affiliated Tribe(s) to monitor the project. Qualified representatives of the Tribal Group(s) shall be granted access to the project site to monitor all activities monitored by the Project Archaeologist.	City of Moreno Valley, Construction Supervisor	City of Moreno Valley Planning Division	Prior to Issuance of Grading Permits				
MM CR-5. Prior to the issuance of a grading permit, a City-approved Project Paleontologist shall be retained to initiate and supervise paleontological mitigation-monitoring in all areas of the project, subject to certain constraints found below: <ol style="list-style-type: none"> Once excavations reach ten (10) feet in depth, monitoring of excavation in areas identified as likely to contain paleontologic resources by a qualified paleontologic monitor or his/her representative must take place. Paleontological monitors shall be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. Monitors shall be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens, and, Monitoring may be reduced if the potentially 	Applicant, Construction Supervisor, Consulting Paleontologist	City of Moreno Valley Planning Division, and Land Development Division of the Public Works Department	Prior to Issuance of Grading Permits, During Grading				

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						Date	Monitor
<p>fossiliferous units described herein are not present, or, if present, are determined upon exposure and examination by qualified paleontologic personnel to have low potential to contain fossil resources.</p>							
<p>MM CR-6. Although considered unlikely, there is always the possibility that ground-disturbing activities may uncover previously unknown human remains. Should this occur, Section 7050.5 of the California Health and Safety Code applies, and the following procedures shall be followed.</p> <p>In the event of an accidental discovery or recognition of any human remains, California Health & Safety Code 7050.5 and California Public Resource Code (PRC) Section 5097.98 must be followed. In this instance, once project-related earthmoving begins and if there is accidental discovery or recognition of any human remains, the following steps shall be taken:</p> <ol style="list-style-type: none"> 1. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until a determination as to disposition and treatment is made. The Riverside County Coroner shall be contacted to determine if the remains are Native American and if an investigation of the cause of death is required. If the coroner determines the remains to be Native American, the coroner shall contact the NAHC within 24 hours to allow the NAHC to identify the person or persons it believes to be the "most likely descendant" (MLD) of the deceased Native American. The MLD may make recommendations and enter into consultation with the landowner, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98. 	<p>Applicant/ Construction Supervisor</p>	<p>City of Moreno Valley, Planning Division</p>	<p>During Grading</p>				

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Mitigation Measure	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
						Date	Monito
Geology and Soils							
<p>The project will be subject to the City's Grading Ordinance and all applicable California Building Codes.</p> <p>MM GEO-1. During excavation and grading activities a qualified engineering geologist shall observe the in-grading excavation to confirm the absence of any fault features within the building site. If any currently unknown fault features are observed, such features shall be evaluated by the geologist and, if determined necessary, remediation measures or other measures as appropriate shall be implemented to address such features in accordance with applicable City and State requirements. The geologist's record of observations shall be summarized in a final report to be submitted to the City at the conclusion of excavation/grading activities.</p>	Applicant, Consulting Geologist	City of Moreno Valley, Planning Division, Building and Safety Division, and Public Works Land Development Division	Onsite Construction During Grading				
Hazards and Hazardous Materials							
<p>MM HH-1. The fire protection system shall be designed per National Fire Protection Agency (NFPA) 13 to provide an Early Suppression Fast Response (ESFR) sprinkler system protection. Temperature rating of sprinkler heads to be per the Fire Department's requirements.</p>	Applicant, Tenant	City of Moreno Valley Fire Department, Building and Safety Division	Plan Check Review/Approval				
<p>MM HH-2. A complete on-site fire protection underground system shall be provided per NFPA 24 and specific requirements of the local authorities. This system shall include hydrants, sectional valves, backflow prevention, and Fire Department connections.</p>	Applicant, Tenant	City of Moreno Valley Fire Department, Building and Safety Division	Plan Check Review/Approval				

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Mitigation Measure	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
						Date	Monitor
MM HH-3. Riser assemblies shall include mechanical alarm valves. System control valves shall either be riser mounted with wall post extensions or exterior post indicator valves as required by the local authority. All required devices for central station alarm system interface shall be provided.	Applicant, Tenant	City of Moreno Valley Fire Department, Building and Safety Division	Plan Check Review/Approval				
MM HH-4. System design, material, and installation shall comply with NFPA 13 and the other previous NFPA standards. It shall also comply with CBC and UFC standards. Approvals will also be obtained from the owner's insurance authority.	Applicant, Tenant	City of Moreno Valley Fire Department, Building and Safety Division	Plan Check Review/Approval				
Land Use and Planning							
MM LU-1. A deed restricted area to the south of the project property line, precluding the establishment of sensitive receptors, is required. The documents necessary to execute the deed restriction shall be submitted to the City of Moreno Valley prior to the issuance of a building permit. Prior to the issuance of a Certificate of Occupancy, the area depicted on Exhibit 5.3-1 'Proposed Buffer Area' from the southern property line of the project between Redlands Boulevard and Theodore Street shall be deed-restricted in a manner acceptable to the City of Moreno Valley to preclude the establishment of sensitive receptors including residences, hospitals, convalescent homes, day-care centers, and schools within this area. (MM AQ-13)	Applicant	City of Moreno Valley Planning Division	Submittal of Deed Restriction Documents Prior to Issuance of Building Permits Execution of Deed Restrictions Prior to Issuance of Certificate of Occupancy				

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Mitigation Measure	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
						Date	Monito
Noise							
<p>Temporary Impacts Due to Construction Noise</p> <p>MM N-1. No Construction Vehicles on Redlands Boulevard south of Future Eucalyptus Avenue. Other than construction vehicles necessary for identified offsite improvements within Redlands Boulevard, no construction vehicles shall be allowed in the vicinity of any residences on Redlands Boulevard south of existing Fir/future Eucalyptus Avenue. The prohibition for construction traffic shall apply to all phases of the proposed project.</p>	Applicant, Construction Supervisor	City of Moreno Valley, Public Works, Land Development Division	Construction				
<p>MM N-2. No Nighttime Grading within 1,200 Feet of Residences south of Future Eucalyptus Avenue. City grading hours are from 7 a.m. to 6 p.m., Monday through Friday. No grading activities shall occur at night (8 p.m. to 7 a.m.) within 1,200 feet from any noise-sensitive land uses (i.e. occupied residences including yard areas, schools, etc.) located south of SR-60 (Exhibit 5.11-6 shows the current location of occupied residences). Prior to the issuance of a grading permit, the project applicant shall submit a Noise Reduction Compliance Plan (NRCP) to the City as part of the grading permit submittal showing the limits of nighttime construction based on the location of occupied residential dwellings and their associated parcels, and other noise sensitive uses. The limits of nighttime grading shall be shown on the NRCP and grading plan submitted to the City.</p> <p>The limits of construction allowed at night shall be staked or posted on site, and contractors will be provided with a copy of the plan showing the limits of nighttime construction.</p> <p>In the event any new residential units or other noise sensitive land uses are built and occupied in the</p>	Applicant, Construction Supervisor	City of Moreno Valley, Planning Division and Public Works Land Development Division	Prior to Issuance of a Grading Permit, Pre-Construction and During Construction				

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Mitigation Measure	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
						Date	Monitor
<p>vicinity of the project site prior to completion of Phase 1 construction, nighttime construction and grading activities shall be prohibited within 1,200 feet of such residences. Compliance shall be demonstrated through a modification of the NRCP.</p> <p>With the implementation of this mitigation measure, the loudest noise level that would be experienced at any developed residential parcel would be less than 55 dBA (Leq) during the nighttime, and this level would be consistent with the limits established in the City's Noise Ordinance. Compliance with these standards during Phase 1 construction of the project should be assured through the Noise Reduction Compliance Plan (NRCP) and periodic monitoring of noise levels at developed residential parcels within 1,200 feet of the project site.</p>							

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Mitigation Measure	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
						Date	Monitor
<p>MM N-3. Daytime Construction Noise. City grading hours are from 7 a.m. to 6 p.m., Monday through Friday. If project site grading activities must occur within 560 feet of noise-sensitive land uses during the daytime (7 a.m. to 8 p.m.), then temporary sound barriers of sufficient height and density to reduce daytime noise levels to 60 dBA (Leq) or less shall be placed between the grading activities and the noise-sensitive land uses. Prior to the issuance of a grading permit, the developer shall submit a NRCP to the City as part of the grading permit submittal showing the limits of daytime construction based on the 560 foot setback in relation to the location of occupied residential dwellings and their associated parcels and other noises sensitive uses.</p> <p>In the event any new residential units or other noise sensitive land uses are built and occupied in the vicinity of the project site prior to completion of Phase 1 construction, the NRCP shall be modified to show a the revised new 560 foot setback for day time construction and grading activities in relation to the new residences.</p> <p>With the implementation of this mitigation measure the loudest noise level that would be experienced at any developed residential parcel would be less than 60 dBA (Leq) during the daytime, and these levels would be consistent with the limits established in the City's Noise Ordinance. Compliance with these standards during Phase 1 construction of the project should be assured through the NRCP and periodic monitoring of noise levels at developed residential parcels within 560 feet of the project site. This mitigation measure does not apply to off-site construction.</p>	Applicant, Construction Supervisor	City of Moreno Valley, Planning Division and Public Works Land Development Division	Prior to Issuance of a Grading Permit, Pre-Construction and Construction				

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Mitigation Measure	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
						Date	Monitor
MM N-4. Require Equipment Maintenance. All construction equipment shall be maintained in good working order and fitted with the appropriate silencers, mufflers or acoustic covers where applicable.	Applicant, Construction Supervisor	City of Moreno Valley, Planning Division, Building and Safety Division	During Construction				
MM N-5. Locate Material Stockpiles 1,200 Feet from Residences south of the Freeway. Material stockpiles shall be located at least 1,200 feet from residences south of future Eucalyptus Avenue along Theodore Street and Redlands Boulevard. Remotely locating the stockpiles reduces the noise at the residences from equipment traveling to and from the stockpiles and the noise that is sometimes associated with handling of material.	Applicant, Construction Supervisor	City of Moreno Valley, Public Works, Land Development Division, and the Building and Safety Division	Pre-Construction and Construction				
Transportation and Traffic							
MM TT-1. Prior to issuance of Certificate of Occupancy for Phase 1, turn lanes shall be improved along Theodore Street at SR-60 and at Eucalyptus Avenue. In addition, minor pavement shall be added to the Eastbound and West bound State Route 60 Freeway ramp intersections with Theodore Street to accommodate truck turning movements. These proposed improvements should enhance safety and improve mobility between the freeway and Eucalyptus Avenue.	Applicant	City of Moreno Valley, Public Works, Transportation Engineering Division	Prior to Issuance of Certificate of Occupancy for Phase I				
MM TT-2. Concurrent with the submittal of the plot plan for Phase 3 of the proposed project, the project applicant shall submit a supplemental traffic study assessing the project's contribution to the traffic impacts at the Redlands Boulevard intersection with SR-60 ramps, as well as Theodore Street at SR-60. Approval of the supplemental traffic study must occur prior to the approval of entitlements for the Phase 3 Plot Plan. The project applicant shall contribute to the costs of the interim intersection improvements required to provide adequate capacity for all phases of the	Applicant	City of Moreno Valley, Public Works, Transportation Engineering Division	Phase 3 Plot Plan Review, Prior to Issuance of Building Permits for Phase 3				

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Mitigation Measure	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
						Date	Monitor
project. Said contribution shall be on a fair-share basis considering the buildout of adjacent areas. Payment of such costs shall be provided prior to the issuance of a building permit for Phase 3. If the timing of Phase 3 of the project precedes the planned interim improvements, the project shall be required to construct interim improvements needed to provide adequate capacity to serve the project.							
MM TT-3. The project applicant shall construct the easterly leg of the intersection located at Redlands Boulevard and Eucalyptus Avenue at the ultimate design required to provide adequate capacity for all phases of the project and buildout of the adjacent areas. The design tentatively consists of a dedicated westbound left turn lane, two westbound through lanes and a dedicated westbound right turn lane. Final geometrics shall be determined after receiving the supplemental traffic study identified in MM TT 2. Construction of required improvements shall be completed prior to the issuance of occupancy permits for Phase 3 of the project.	Applicant	City of Moreno Valley, Public Works, Transportation Engineering Division	Phase 3, Prior to Issuance of Occupancy Permits				
MM TT(C)-1. Prior to issuance of certificate of occupancy for Phase 1 of the project, turn lanes shall be provided along Theodore Street at SR-60 and at Eucalyptus Avenue. In addition, minor pavement shall be added to the Eastbound and West bound State Route 60 Freeway ramp intersections with Theodore Street to accommodate truck turning movements These proposed improvements should enhance safety and improve mobility between the freeway and Eucalyptus Avenue.	Applicant, City of Moreno Valley	City of Moreno Valley, Public Works, Transportation Engineering Division, Riverside County Transportation Department	Prior to Issuance of Certificate of Occupancy for Phase I				
MM TT(C)-2. The short-range analysis shows project impacts at the Redlands Boulevard interchange and at the Redlands Boulevard/Eucalyptus Avenue intersection. At the interchange, improvements are planned and the project shall participate on a fair share	Applicant, City of Moreno Valley	City of Moreno Valley, Public Works, Transportation Engineering	Phase 3 Plot Plan Review (or As Determined By MM TT-2)				

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Mitigation Measure	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
						Date	Monitor
basis if private funding is needed. If the timing of Phase 3 of the project precedes the planned interchange improvements, the project shall contribute to interim improvement to provide adequate capacity until the ultimate improvements are completed. These interim improvements include additions of left and right turn lanes at Redlands Boulevard, SR 60 Ramps, and Eucalyptus Avenue. The interim improvements would be the shared responsibility of the proposed project and cumulative projects. Fair share participation and/or contribution to interim improvements, as applicable, shall be required prior to the issuance of a building permit for Phase 3 of the project.		Division, Riverside County Transportation Department					
MM TT(C)-3. At the time of the submittal of the plot plan for Phase 3 of the proposed project, the applicant shall submit a supplemental traffic study assessing the project's contribution to the impacts at the Redlands Boulevard intersection with SR-60 ramps, as well as Theodore Street at SR-60. The developer shall contribute to the costs on a fair share basis of the intersection improvements required to provide adequate capacity for all phases of the project and buildout of the adjacent areas. If the timing of Phase 3 of the project precedes the planned improvements, the project shall be required to construct interim improvements to provide adequate capacity until the ultimate improvements are completed.	Applicant, City of Moreno Valley	City of Moreno Valley, Public Works, Transportation Engineering Division, Riverside County Transportation Department	Phase 3 Plot Plan Review (or As Determined By MM TT-2)				
Utilities and Service Systems							
MM W-1. Prior to issuance of a Precise Grading Permit, Planting and Irrigation Plans shall be submitted for review and prior to the issuance of a building permit, approved by the City. Such plans shall contain the following components: <ul style="list-style-type: none"> The plans shall incorporate water conservation principles as detailed in the Moreno Valley 	Applicant	City of Moreno Valley Planning Division	Plan Check Review/Prior to Issuance of Building Permit				

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Mitigation Measure	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
						Date	Monitor
<p>Municipal Code § 9.17.030 Landscape and irrigation design standards.</p> <ul style="list-style-type: none"> Plant types shall be grouped together according to their water, soil, sun and shade requirements and in relationship to the buildings. Plants with different water needs shall be irrigated separately. Plans shall be designed in accordance with soil tests to determine appropriate specifications of soil amendments and to facilitate selection of water-efficient plant species suitable for the site. Soil amendments such as compost shall be provided to improve water-holding capacity of soil, where soil conditions warrant. All exposed surfaces of non-turf areas within the developed landscape area shall be mulched with a minimum three inch (3") layer of material, except in areas with groundcover planted from flats where mulch depth shall be one and one half inches (1.5"). Turf areas shall be limited to public gathering areas and used in compliance with City approved water budget formula(s) and specifications. All irrigation systems shall be designed to prevent runoff, over-spray, low head drainage (occurs where sprinkler systems are installed in sloped areas) and other similar conditions where water flows offsite on to adjacent property, non-irrigated areas, walk, roadways, or structures. Irrigation systems shall be designed, constructed, managed, and maintained to achieve as high an overall efficiency as possible. Landscaped areas shall be provided with a) smart irrigation controllers which automatically adjusts the frequency and/or duration of irrigation events in response to changing weather conditions; b) rain-sensing devices to prevent irrigation during rainy weather; c) anti-drain check valves installed at strategic points to minimize or prevent low-head drainage; and d) pressure regulators when the static water pressure exceeds the maximum recommended 							

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Mitigation Measure	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
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operating pressure of the irrigation system. • The planting areas shall be grouped in relation to moisture control zones based on similarity of water requirements (i.e., turf separate from shrub and groundcover, full sun exposure areas separate from shade areas; top of slope separate from toe of slope).							
Global Climate Change and Greenhouse Gases							
MM GCC-1. The project shall be designed to meet applicable 2008 Title 24 energy efficiency requirements, or any more stringent requirements that may be adopted prior to the issuance of building permits for the project.	Applicant	City of Moreno Valley, Planning Division, Building and Safety Division	Plan Check Review/Prior to Issuance of Building Permits				
MM GCC-2. All buildings shall be designed with "cool roofs" using products certified by the Cool Roof Rating Council, and exposed roof surfaces shall use "cool paints."	Applicant	City of Moreno Valley, Planning Division, Building and Safety Division	Plan Check Review/Prior to Issuance of Building Permits				
MM GCC-3. The project shall install a photovoltaic array (solar panels) or other source of renewable energy generation on-site, or otherwise acquire energy from the local utility that has been generated by renewable sources, to meet the project's Phase 1 office electricity needs.	Applicant	City of Moreno Valley, Planning Division, Building and Safety Division	Prior to Certificate of Occupancy/Phase 1 Office Occupancy				
MM GCC-4. The design and operation of the project shall use ENERGY STAR-qualified energy efficient products for heating and cooling systems, and for built-in appliances and lighting.	Applicant	City of Moreno Valley, Planning Division, Building and Safety Division	Plan Check Review/Prior to Issuance of Building Permits				
MM GCC-5. To reduce vehicle miles traveled and emissions associated with trucks and vehicles, the following measures shall be implemented to the satisfaction of the Community Development Director, Public Works Director, Building Official and Transportation Division Manager: a) Onsite secure, weather-protected bicycle storage	Applicant	City of Moreno Valley Planning Division, Building and Safety Division, Public Works, Transportation Engineering Division	Prior to Certificate of Occupancy, Operation				

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Mitigation Measure	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
						Date	Monitor
<p>parking shall be provided. Onsite showers (one for males and one for females) and lockers for employees shall be provided in each building. Onsite convenient bicycle parking shall be provided for retail customers.</p> <p>b) Any traffic lights installed as part of this project shall use Light Emitting Diodes.</p> <p>c) Pedestrian and bicycle connections shall be provided to surrounding areas consistent with the Existing General Plan.</p> <p>d) A Transportation Management Association (TMA) shall be established for the project by the applicant. The TMA shall coordinate its efforts with other TMAs in the City and encourage and coordinate carpooling by occupants of the project. The TMA shall advertise its services to the building occupants. The TMA shall offer transit or other incentives to the employees to reduce greenhouse gas emissions. A shuttle shall be provided during any one hour period where the number of employees using public transit exceeds 20 during the period. The TMA shall distribute public transportation information to its employees. The TMA shall provide electronic message board space for coordinating rides. Within two months after project completion, the TMA shall submit a plan to the City that outlines the measures the TMA has implemented and contact information.</p> <p>e) There shall be preferential parking for carpools, vanpools, and alternatively fueled vehicles.</p>							
<p>MM GCC-6. The project shall provide a minimum of two electric vehicle-charging stations.</p>	Applicant	City of Moreno Valley Planning Division and Building and Safety Division	Prior to Certificate of Occupancy				

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Mitigation Measure	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
						Date	Monitor
<p>MM GCC-7. During onsite construction phases of mass grading, fine grading, and building (excluding asphalt paving, trenching, and offsite improvements), off-road construction equipment shall use biodiesel fuel (a minimum of B20, or 20 percent of biodiesel). Construction equipment exempt from this measure include those with warranties that would be voided if B20 biodiesel fuel is used. Prior to issuance of grading permits, the applicant shall provide documentation to the City that verifies that certain equipment are exempt; that a biodiesel supply has been secured; and that the construction contractor is aware that the use of biodiesel is required.</p>	<p>Applicant, Construction Supervisor</p>	<p>City of Moreno Valley Public Works, Land Development Division</p>	<p>Prior to Issuance of Grading Permits</p> <p>During Construction</p>				
<p>MM GCC-8. Prior to issuance of a grading permit, the project shall have in place a City-approved Solid Waste Diversion and Recycling Plan that demonstrates the diversion and recycling of all salvageable and re-useable wood, metal, plastic and paper products used during project construction. A similar Plan shall be in place prior to occupancy that demonstrates the diversion and recycling of all wood, metal, plastic and paper products during on-going operation of the warehouse and office portions of the project. The Plans shall include the name of the waste hauler, their assumed destination for all waste and recycled materials, and the procedures that will be followed to ensure implementation of this measure.</p>	<p>Applicant</p>	<p>City of Moreno Valley Planning Division and Public Works and Development Division</p>	<p>Prior to Issuance of Grading Permit</p> <p>Prior to Certificate of Occupancy</p>				

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						Date	Monito
MM GCC-9. The project shall be certifiable under Leadership in Energy and Environmental Design (LEED). The project shall obtain the following credits from the LEED for New Construction & Major Renovations, version 2.2 (or equivalent): Sustainable Sites Credit 7.1: Heat Island Effect, Non-Roof; LEED Energy & Atmosphere Credit 1, Optimize Energy Performance, in part through installing skylights and utilizing energy efficient lighting. Demonstration of certifiability shall be provided to the satisfaction of the City, prior to the issuance of building permits.	Applicant	City of Moreno Valley Planning Division and Building and Safety Division	Submit Prior to Building Permits				
MM GCC-10. The project shall be designed to accommodate trucks utilizing "SmartWay Truck Efficiency" emission reduction features. Trailer tails (extenders) are incompatible with loading docks and are exempt from this measure.	Applicant	City of Moreno Valley Planning Division	Prior to Issuance of Building Permits/Prior to Construction (Provide Documentation)				
MM GCC-11. Every truck that enters the site with a gross vehicle weight rating over 10,000 pounds shall have an Engine Certification Label. If it does not have the label, it shall be prohibited from entering the project site.	Applicant, Tenant	City of Moreno Valley, Planning Division	Operation				

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Project Mitigation Monitoring and Reporting Program

Authority

This Environmental Mitigation Monitoring and Reporting Program has been prepared pursuant to Section 21081.6 of the *California Environmental Quality Act*, known as CEQA (Public Resources Code Section 21000 et seq.), and CEQA Guidelines 15091(d) and 15097, to ensure implementation of and provide for the monitoring of mitigation measures required of the Highland Fairview Corporate Park Addendum EIR.

Monitoring Schedule

Prior to the issuance of building permits, while detailed development plans are being prepared for approval by the Project Applicant and/or City staff, the Applicant and/or City staff will be responsible for ensuring compliance with mitigation monitoring applicable to the project construction, development, and design phases. The Applicant and/or City staff will prepare or cause to be prepared reports identifying compliance with mitigation measures. Once construction has begun and is underway, monitoring of the mitigation measures associated with construction will be included in the responsibilities of the Applicant, Developer, and/or City staff, who shall prepare or cause to be prepared reports of such monitoring at a recommended occurrence of once every quarter, until construction has been completed. However, monitoring would occur for each measure as specified in the mitigation, and there is no *required* formal reporting plan submittal. Regulatory agencies will have to harmonize the mitigation and monitoring/reporting as part of the regulatory permitting and will likely require submittal of formal monitoring reports. Once construction has been completed, the Applicant and/or City will monitor the project as deemed necessary.

Changes to Mitigation Measures

If minor changes are required to the MMRP, they would be made in accordance with CEQA and could be permitted after further review by the City. Such changes could include reassignment of monitoring and reporting responsibilities and/or redesign to make any appropriate improvements. No change would be permitted unless the Mitigation Monitoring and Reporting Program continues to satisfy the requirements of Public Resources Code Section 21081.6.

Support Documentation

Findings and related documentation supporting the findings involving modifications to mitigation measures shall be maintained in the project file with the Mitigation Monitoring and Reporting Program and shall be made available to the public upon request. As well, all monitoring reporting forms, summaries, data sheets, and correction instruction related to the Mitigation Monitoring Program for Highland Fairview Corporate Park would be available for public review upon request at the City of Moreno Valley Department of Public Works offices during normal business hours.

Format of Mitigation Monitoring Matrix

The mitigation monitoring matrix on the following pages identifies the environmental issue areas for which monitoring is required, the required mitigation measures, the responsible implementing and monitoring agencies, and time frame for monitoring; including the start and finish date for the mitigation and monitoring.

Mitigation Monitoring and Reporting Matrix

Mitigation Measures	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
						Date	Monitor
AESTHETICS							
<p>MM A-1: During project construction, the construction site manager or supervisor shall ensure that construction lighting within the work area and light trespass shall be avoided through directional lighting, shielding, and other similar control measures.</p>	Construction Supervisor	City of Moreno Valley Planning Division	During Construction				
<p>MM A-2: Enhanced architectural and landscaping treatment shall be utilized along the building frontage with State Route (SR) 60 to minimize or soften views of long expanses of the upper elevations of buildings. Examples of alternative treatment measures may include, but not be limited to the following:</p> <ul style="list-style-type: none"> • Use of color; or • Texture variation; or • Roof line variation. 	Applicant	City of Moreno Valley Planning Division	Plot Plan Review/Approval				
AIR QUALITY							
<p>MM AQ-1: Prior to construction of the project, the project applicant shall comply with SCAQMD Rule 403 by providing a Fugitive Dust Control Plan that describes the application of best management practices to control fugitive dust during construction. Best management practices shall include:</p> <ul style="list-style-type: none"> • Application of water on disturbed soils a minimum of three times per day; • Covering haul vehicles; • Replanting disturbed areas as soon as practical; 	Applicant	City of Moreno Valley Planning Division	Prior to Issuance of Grading Permit				

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Mitigation Measures	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
						Date	Monitor
<ul style="list-style-type: none"> Restricting vehicle speeds on unpaved roads to 15 mph; Suspension of all grading activities during high wind speeds in excess of 25 mph. A Large Operation notification shall be submitted to the SCAQMD prior to construction. Project applicant to designate a person(s) to monitor the dust control program and to order increased watering, as necessary. Post a sign with the telephone number and person to contact regarding dust complaints. The person shall take corrective action within 24 hours. Complete all roadways, driveways, sidewalks, etc. as soon as possible; building pads should be developed as soon as possible after grading unless seeding, polymer, water, landscaping, soil binders, or similar means are applied within five working days after grading completion to minimize fugitive dust. Street sweeping shall be accomplished as needed to remove soil transport to adjacent areas; sweeping shall require use of equipment certified under SCAQMD Rule 1186.1. 							

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Mitigation Measures	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
						Date	Monitor
<p>MM AQ-2: The project applicant shall meet CARB standards by assuring use of lowest emission construction equipment reasonably available for use on this project. <u>All off-road equipment with a horsepower rating of 25 horsepower or greater used on the Project Site during the construction of the Project will meet a minimum Tier III rating and at least 80 percent of such equipment will meet a minimum Tier IV rating</u> and that the general contractor certify that this requirement has been satisfied. The construction fleet average shall meet or exceed Tier II level and the applicant shall provide incentives in the bidding process in selecting construction contractors that propose the lowest emission construction equipment (i.e., high pressure injectors; smaller engine sizes; electric equipment; gasoline powered equipment with catalytic converters; and alternatively fueled construction equipment).</p> <p>The applicant shall also provide incentives in the bidding process in selecting grading and construction contractors that propose the use of equipment using Level III diesel particulate filters.</p> <p><i>Note: Mitigation Measure MM AQ-2 has been updated to be consistent with the HFCP Final EIR Settlement Agreement (January 7, 2010) and the latest SCAQMD recommended practices for a project of this size.</i></p>	Applicant, Construction Supervisor	City of Moreno Valley Public Works, Land Development Division	<p>Prior to Construction</p> <p>During Onsite/Offsite Construction (Provide evidence that this has been certified)</p>				

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Mitigation Measures	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
						Date	Monitor
<p>MM AQ-3: During project construction, construction equipment shall be properly maintained in accordance with manufacturer’s specifications; maintenance shall include proper tuning and timing of engines. During maintenance, precautions shall be taken to ensure that fuel is not leaked onto the ground. Equipment maintenance records and equipment design specification data sheets shall be kept onsite during construction and subject to inspection by the SCAQMD.</p>	Construction Supervisor	City of Moreno Valley Planning Division, Public Works, Land Development Division, and the South Coast Air Quality Management District	Onsite/Offsite Construction				
<p>MM AQ-4: During project construction, the developer shall require all contractors to turn off all construction equipment and delivery vehicles when not in use or prohibit idling in excess of five (5) <u>three (3)</u> minutes.</p> <p><i>Note: Mitigation Measure MM AQ-4 has been updated to be consistent with the latest SCAQMD recommended practices for a project of this size.</i></p>	Construction Supervisor	City of Moreno Valley Safety Division	Onsite/Offsite Construction				
<p>MM AQ-5: Prior to issuance of a grading permit, the project applicant shall provide a traffic control plan to the City of Moreno Valley that will describe in detail safe detours around the project construction site with temporary traffic control (e.g., flag person) during construction-related truck hauling activities, as required by the City. Construction activities that affect traffic flow on the arterial system shall be minimized by scheduling such activities to off-peak hours. Construction truck travel shall be routed to minimize travel on congested streets and near to sensitive</p>	Applicant	City of Moreno Valley, Building and Safety Division	Prior to issuance of grading permit				

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<p>receptor areas. Construction traffic shall gain access to the project site via <u>World Logistics Center Parkway</u> (formerly Theodore Street) and Eucalyptus Avenue to the greatest extent possible to minimize traffic and dust along Redlands Boulevard. The traffic control plan is primarily intended as a safety measure but also can minimize traffic congestion and delays that increase idling and acceleration emissions. The traffic control plan shall be prepared in accordance with U.S. Department of Transportation Federal Highways Administration Rule on Work Zone Safety 23 CFR 630 Subpart J, Developing and Implementing Traffic Management Plans for Work Zones.</p> <p><i>Note: Mitigation Measure MM AQ-13 has been updated to reflect the current street name</i></p>							
<p>MM AQ-6: All paints shall be low VOC paints and applied using either high volume low-pressure (HVLP) spray equipment or by hand application. For a list of low VOC paints, refer to the website www.aqmd.gov/prdas/brochures/paintguide.html.</p>	Applicant, Construction Supervisor	City of Moreno Valley, Building and Safety Division	Construction				
<p>MM AQ-7A: Construction Phases. Prior to the issuance of grading permits, the developer shall provide documentation to the City of Moreno Valley indicating that construction workers will be encouraged to carpool to the greatest extent practical, including providing information on park and ride programs available to workers. The project shall also provide for lunch services onsite during construction to</p>	Applicant	City of Moreno Valley, Planning Division	Prior to issuance of grading permits. Construction				

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Mitigation Measures	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
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minimize the need for offsite vehicle trips. Workers shall be informed in writing and a letter placed on file at the City of Moreno Valley documenting the efforts to encourage carpooling.							
MM AQ-7B: Occupancy. Prior to the issuance of occupancy permits, the project applicant shall provide documentation to the City of Moreno Valley indicating that tenant workers will be encouraged to carpool to the greatest extent practical including providing information on park and ride programs available to employees. Employees shall be informed in writing and a letter placed on file at the City of Moreno Valley documenting the efforts to encourage carpooling.	Applicant	City of Moreno Valley, Planning Division	Prior to the issuance of Certificate of Occupancy				
MM AQ-8: During project construction, onsite electrical hook-ups shall be provided for electric construction tools including saws, drills and compressors, to minimize the need for diesel-powered electric generators.	Applicant, Construction Supervisor	City of Moreno Valley, Building and Safety Division	Construction				
MM AQ-9: During construction, rumble or bumper strips or similar best management practices shall be provided where vehicles enter and exit the construction site onto paved roads, or wash off trucks or any equipment leaving the site with each trip.	Applicant, Construction Supervisor	City of Moreno Valley, Public Works Land Development Division	Construction				
MM-AQ-10: Offsite construction improvements shall be limited to an 8-hour day during daylight hours.	Construction Supervisor	City of Moreno Valley, Public Works Land Development Division	Offsite Construction				

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Mitigation Measures	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
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<p>MM AQ-11: All project entrances shall be posted with signs which state:</p> <ul style="list-style-type: none"> • Diesel trucks servicing the project shall not idle for more than 3 minutes; and • Telephone numbers of the building facilities manager and the California Air Resources Board to report violations. 	Applicant, Tenants	City of Moreno Valley, Planning Division and Building and Safety Division	During construction				
<p>MM AQ-12: Electricity shall be provided in the loading dock areas for transportation refrigeration units visiting the site, if any.</p>	Applicant, Tenants	City of Moreno Valley, Planning Division and Building and Safety Division	Prior to Issuance of Certificate of Occupancy/Operation				
<p>MM AQ-13: <i>Note: Mitigation Measure MM AQ-13 has been satisfied through the City's approval of the World Logistics Center Specific Plan.</i></p>				N/A	N/A		
<p>MM AQ-14: Electrical hookups shall be provided for transport refrigeration units within the Commercial component (Phases II and III) to eliminate the need for idling of diesel-powered transport refrigeration units.</p>	Applicant, Tenants	City of Moreno Valley, Planning Division and Building and Safety Division	Plot Plan Approval/Prior to Occupancy Permits				
<p>MM AQ-15: The project applicant shall include in all new lease documents the requirement that the tenants shall utilize only trucks using refrigeration units capable of utilizing electrical hook-ups for deliveries to the tenant.</p>	Applicant	City of Moreno Valley, Planning Division	Operation (Written Documentation shall be provided)				
<p>MM AQ-16: <u>All diesel truck servicing logistics facilities on Parcels 2 and 3 shall meet or exceed 2010 engine emission standards specified in California Code of Regulations Title 13, Article 4.5, Chapter 1, Section 2025 or be powered by natural</u></p>	Applicant, Tenants	City of Moreno Valley, Planning Division	Operation				

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<p>gas, electricity, or other diesel alternatives. Facility operators shall maintain a log of all trucks servicing the facility to document that trucks meet these emissions standards. This log shall be available for inspection by City staff at any time. The project applicant shall encourage its tenants to do the following: have a compressed workweek schedule for its employees; include electric powered and/or compressed natural gas fueled trucks and/or vehicles in fleets; require or provide incentives to use California Air Resources Board certified particulate filters that meet Level III requirements; use "clean" trucks, such as 2007 or newer model year or 2010 compliant; use electric yard trucks; use trucks with SmartWay 1.25 rating; and electrify auxiliary power units. The applicant shall provide documentation of its efforts to the satisfaction of the City.</p> <p><i>Note: Mitigation Measure MM AQ-16 has been updated to be consistent with the latest standard practices and SCAQMD recommendations. The mitigation measure has been modified to remove the requirement that all trucks be 2007 or newer. Due to its close similarity to this mitigation measure, MM AQ-22 has been removed.</i></p>								
<p>MM AQ-17: The project shall be designed such that the check-in point for trucks is inside the facility property to ensure that there are no trucks queuing outside the facility.</p>	Applicant	City of Moreno Valley, Planning Division, and Transportation Engineering Division	Plot Plan Review/Approval					

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MM AQ-18: Food services shall be provided onsite.	Applicant, Tenants	City of Moreno Valley, Planning Division	Onsite Construction Operation				
MM AQ-19: Prior to the issuance of Occupancy Permits, written evidence shall be provided to the Planning and Transportation Engineering Divisions that the project applicant shall include in all new lease documents the requirement that the tenant shall provide employees with incentives for carpooling or impose a parking fee.	Applicant, Tenant	City of Moreno Valley, Planning Division, and Transportation Engineering Division	Written Evidence of Compliance Shall Be Provided at Occupancy/Operation				
MM AQ-20: The property owners association shall maximize use of electrical equipment for landscape maintenance.	Applicant, Tenant	City of Moreno Valley, Planning Division	Prior to Certificate of Occupancy for Phase III				
MM AQ-21: Prior to the issuance of a certificate of occupancy for Phase 3, traffic signals, including interconnect hardware installed, or paid for, in whole or in part, by the project applicant shall be synchronized by the applicant, to the satisfaction of the City Engineer.	City of Moreno Valley	City of Moreno Valley, Transportation Engineering Division	Prior to Certificate of Occupancy for Phase III				
BIOLOGICAL RESOURCES							
MM BR-1: To avoid impacts to nesting birds covered under the MBTA, vegetation removal activities involving established perennial vegetation located in the urban/developed plant community shall be avoided during avian nesting season (February 15 through August 31). If the nesting season cannot be avoided, a nesting bird survey shall be provided no more than thirty (30) days prior to vegetation removal activities. If no active nests are observed, construction activity	Applicant, Consulting Biologist	City of Moreno Valley, Planning Division	Prior to Issuance of Grading Permits				

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Mitigation Measures	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
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<p>may proceed with no further monitoring. If active nests are observed, a biological monitor shall be present during any construction activity within the vicinity of the nest. Construction activity may encroach within the vicinity of the nesting birds at the discretion of the biological monitor. Construction activity may proceed once the nestlings have fledged the nest.</p>							
<p>MM BR-2: Note that Mitigation Measure BR-2 is not applicable to the Proposed Project as the Project Applicant paid the required mitigation fees prior to mass grading of the entire Highland Fairview Corporate Park, inclusive of Parcels 2 and 3. As such, Mitigation Measure BR-2 has already been satisfied.</p>				N/A	N/A		
<p>MM BR-3: A pre-construction clearance survey for burrowing owl shall be provided. The pre-construction survey shall be conducted by a qualified biologist no more than thirty (30) days prior to any grading or ground disturbing activities.</p> <p>If construction is to be initiated during the breeding season (February 1 through August 31) and burrowing owl is determined to occupy any portion of the study area during the 30-day pre-construction survey, consultation with the CDFG and USFWS shall take place and no construction activity shall take place within 500 feet of an active nest/burrow until it has been determined that the nest/burrow is no longer active, and all juveniles have fledged the nest/burrow. No disturbance to active burrows shall</p>	Applicant, Consulting Biologist	City of Moreno Valley, Planning Division	Prior to Issuance of Grading Permits				

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Mitigation Measures	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
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<p>occur without appropriate permitting through the MBTA and/or CDFG.</p> <p>If active burrowing owl burrows are detected outside the breeding season (September through January), or within the breeding season but owls are not nesting or in the process of nesting, passive relocation may be conducted following consultation with the CDFG and USFWS. Construction activity may occur within 500 feet of the active nests at the discretion of the biological monitor.</p>							
<p>MM BR-4: <i>Note that Mitigation Measure BR-4 is no longer applicable to the Proposed Project, as the fees to satisfy this mitigation measure have been paid.</i></p>				N/A	N/A		
CULTURAL RESOURCES							
<p>MM CR-1: Prior to the issuance of a grading permit, a City-approved Project Archaeologist shall be retained to initiate and supervise cultural resource mitigation-monitoring during project-related earthmoving in all areas of the project, subject to certain constraints found in MM CR-2. <u>The Project Archaeologist shall have the authority to temporarily redirect earthmoving activities in the event that suspected archaeological resources are unearthed during Project construction.</u></p>	Applicant, Construction Supervisor, Consulting Archaeologist	City of Moreno Valley, Planning Division	Prior to Issuance of a Grading Permit (Provide document for review prior to issuance of a Grading Permit)				
<p>MM CR-2: Project-related archaeological monitoring shall include the following constraints:</p> <p>1. All construction-related earthmoving shall be monitored to a depth of ten</p>	Applicant, Construction Supervisor, Consulting Archaeologist	City of Moreno Valley Planning Division	During Grading				

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Mitigation Measures	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
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<p>(10) feet below grade by the Project Archaeologist or his/her designated representative;</p> <p>2. Once 50 percent of the earth to be moved has been examined by the Project Archaeologist, the Project Archaeologist may, at his or her discretion, terminate monitoring if and only if no buried cultural resources have been detected;</p> <p>3. If buried cultural resources are detected during monitoring, monitoring must continue until 100 percent of virgin earth within the study area has been disturbed and inspected by the Project Archaeologist or his/her designated representative.</p> <p><u>34.</u> Grading shall cease in the area of a cultural artifact or potential cultural artifact as delineated by the Project Archaeologist or his/her designated representative. Grading should continue in other areas of the site while particular find are investigated; and</p> <p><u>45.</u> If cultural artifacts are uncovered during grading, they shall be examined by a professional archaeologist subject to MM CR-3, and decisions shall be made as to mitigation, treatment and/or disposition in consultation with the culturally affiliated Tribe(s), as determined by the City. A mitigation-monitoring report must accompany the artifacts.</p>							

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Mitigation Measures	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
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<p>5. <u>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.</u></p> <p>6. <u>The Project Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a Cultural Resources Management Plan (CRMP) in consultation pursuant to the definition SB18 to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. Details in the Plan shall include:</u></p> <ul style="list-style-type: none"> <u>Project grading and development scheduling</u> <u>The Project archeologist and the Consulting Tribes(s) as defined in CR-1 shall attend the pre-grading meeting with the City, the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; what resources</u> 							

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<p><u>could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel that will conduct earthwork or grading activities that begin work on the Project following the initial Training must take the Cultural Sensitivity Training prior to beginning work and the Project archaeologist and Consulting Tribe(s) shall make themselves available to provide the training on an as-needed basis</u></p> <ul style="list-style-type: none"> <u>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.</u> 							
<p>MM CR-3: <u>Should buried historic or prehistoric cultural resources be encountered during monitoring or construction activities at the project site,</u></p>	Applicant, Construction Supervisor,	City of Moreno Valley Planning Division	During Grading				

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<p><u>the resources shall be evaluated for significance in consultation with the culturally affiliated Tribe(s), as determined by the City, following CEQA Guidelines prior to continuance of grading in the area- work in the affected area must cease immediately and a qualified person meeting the Secretary of the Interior's standards (36 CFR 61), Tribal Representatives, and all site monitors per the Mitigation Measures, shall be consulted by the City to evaluate the find, and as appropriate recommend alternative measures to avoid, minimize or mitigate negative effects on the historic, or prehistoric resource. Determinations and recommendations by the consultant shall be immediately submitted to the Planning Division for consideration, and shall be implemented as deemed appropriate by the Community Development Director, in consultation with the State Historic Preservation Officer (SHPO) and any and all Consulting Native American Tribes as defined in CR-1 before any further work commences in the affected area.</u></p> <p><u>In the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries), 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:</u></p> <p>1. <u>Preservation-In-Place of the cultural resources, if feasible. Preservation in</u></p>	Consulting Archaeologist						

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<p>place means avoiding the resources, leaving them in the place they were found with no development affecting the integrity of the resources.</p> <p>2. <u>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 CR-1. 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.</u></p>							
<p>MM CR-4: <u>Prior to the issuance of a grading permit, The City of Moreno Valley and the Developer shall designate culturally affiliated Tribe(s) to monitor the project. secure agreements with the Soboba Band of Luiseño Indians for tribal monitoring. Qualified representatives of the Tribal Group(s) shall be granted access to the project site to monitor all activities monitored by the Project Archaeologist. The Developer is also required to provide a minimum of 30 days advance notice to</u></p>	<p>City of Moreno Valley, Construction Supervisor</p>	<p>City of Moreno Valley Planning Division</p>	<p>Prior to Issuance of Grading Division</p>				

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<p><u>the tribes of all mass grading and trenching activities. The Native American Tribal Representatives shall have the authority to temporarily halt and redirect earth moving activities in the affected area in the event that suspected archaeological resources are unearthed. If the Native American Tribal Representatives suspect that an archaeological resource may have been unearthed, the Project Archaeologist or the Tribal Representatives shall immediately redirect grading operations in a 100-foot radius around the find to allow identification and evaluation of the suspected resource. In consultation with the Native American Tribal Representatives, the Project Archaeologist shall evaluate the suspected resource and make a determination of significance pursuant to California Public Resources Code Section 21083.2.</u></p>							
<p>MM CR-5: <u>The City shall verify that the following note is included on the Grading Plan:</u> <u>"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."</u></p>	<p>Applicant, Construction Supervisor, Consulting Archaeologist</p>	<p>City of Moreno Valley Planning Division, and Land Development Division of the Public Works Department</p>	<p>Prior to the issuance of a Grading Permits, During Grading</p>				

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<p>MM CR-6: <u>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).</u></p>	Applicant/ Construction Supervisor	City of Moreno Valley, Planning Division	During Grading				
GEOLOGY AND SOILS							
<p>The project will be subject to the City’s Grading Ordinance and all applicable California Building Codes.</p> <p>MM GEO-1: During excavation and grading activities a qualified engineering geologist shall observe the in-grading excavation to confirm the absence of any fault features within the building site. If any currently unknown fault features are observed, such features shall be evaluated by the geologist and, if determined necessary, remediation measures or other measures as appropriate shall be implemented to address such features in accordance with applicable City and State requirements. The geologist’s record of observations shall be summarized in a final report to be submitted to the City at the conclusion of excavation/grading activities.</p>	Applicant, Consulting Geologist	City of Moreno Valley, Planning Division, Building and Safety Division, and Public Works Land Development Division	Onsite Construction During Grading				

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GLOBAL CLIMATE CHANGE AND GREENHOUSE GASES							
MM GCC-1: The project shall be designed to meet applicable 2008 Title 24 energy efficiency requirements, or any more stringent requirements that may be adopted prior to the issuance of building permits for the project.	Applicant	City of Moreno Valley, Planning Division, Building and Safety Division	Plan Check Review/Prior to Issuance of Building Permits				
MM GCC-2: All buildings shall be designed with “cool roofs” using products certified by the Cool Roof Rating Council, and exposed roof surfaces shall use “cool paints.”	Applicant	City of Moreno Valley, Planning Division, Building and Safety Division	Plan Check Review/Prior to Issuance of Building Permits				
MM GCC-3: The project shall install a photovoltaic array (solar panels) or other source of renewable energy generation on-site, or otherwise acquire energy from the local utility that has been generated by renewable sources, to meet the project's Phase 1 office electricity needs <u>of any offices within the development of Parcels 2 and 3.</u> <i>Note: MM GCC-3 has been amended to refer to possible office use in the development of Parcels 2 and 3.</i>	Applicant	City of Moreno Valley, Planning Division, Building and Safety Division	Prior to Certificate of Occupancy/Phase 1 Office Occupancy				
MM GCC-4: The design and operation of the project shall use ENERGY STAR-qualified energy efficient products for heating and cooling systems, and for built-in appliances and lighting.	Applicant	City of Moreno Valley, Planning Division, Building and Safety Division	Plan Check Review/Prior to Issuance of Building Permits				
MM GCC-5: To reduce vehicle miles traveled and emissions associated with trucks and vehicles, the following measures shall be implemented to the satisfaction of the Community Development Director, Public Works	Applicant	City of Moreno Valley, Planning Division, Building and Safety Division, Public Works, Transportation Engineering Division	Prior to Certificate of Occupancy, Operation				

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<p>Director, Building Official and Transportation Division Manager:</p> <ul style="list-style-type: none"> Onsite secure, weather-protected bicycle storage parking shall be provided. Onsite showers (one for males and one for females) and lockers for employees shall be provided in each building. Onsite convenient bicycle parking shall be provided for retail customers. Any traffic lights installed as part of this project shall use Light Emitting Diodes. Pedestrian and bicycle connections shall be provided to surrounding areas consistent with the Existing General Plan. A Transportation Management Association (TMA) shall be established for the project by the applicant. The TMA shall coordinate its efforts with other TMAs in the City and encourage and coordinate carpooling by occupants of the project. The TMA shall advertise its services to the building occupants. The TMA shall offer transit or other incentives to the employees to reduce greenhouse gas emissions. A shuttle shall be provided during any one hour period where the number of employees using public transit exceeds 20 during the period. The TMA shall distribute public transportation information to its employees. The TMA shall provide electronic message board space for 							

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coordinating rides. Within two months after project completion, the TMA shall submit a plan to the City that outlines the measures the TMA has implemented and contact information. <ul style="list-style-type: none"> There shall be preferential parking for carpools, vanpools, and alternatively fueled vehicles. 							
MM GCC-6: The project shall provide a minimum of two electric vehicle-charging stations.	Applicant	City of Moreno Valley, Planning Division and Building and Safety Division	Prior to Certificate of Occupancy				
MM GCC-7: <i>Note: Mitigation Measure GCC-7 has been deleted as this measure is not considered feasible because biodiesel would result in additional construction NO_x emissions¹ (an ozone precursor).</i>				N/A	N/A		
MM GCC-8: Prior to issuance of a grading permit, the project shall have in place a City-approved Solid Waste Diversion and Recycling Plan that demonstrates the diversion and recycling of all salvageable and re-useable wood, metal, plastic and paper products used during project construction. A similar Plan shall be in place prior to occupancy that demonstrates the diversion and recycling of all wood, metal, plastic and paper products during on-going operation of the warehouse and office portions of the project. The Plans shall include the name of the waste hauler, their assumed	Applicant	City of Moreno Valley Public Works, Land Development Division	Prior to Issuance of Grading Permit During Construction				

¹ California Air Resources Board, *Final Report CARB Assessment of the Emissions from the Use of Biodiesel as a Motor Vehicle Fuel in California "Biodiesel Characterization and NO_x Mitigation Study"*, October 2011 and California Air Resources Board, *Final Report CARB Comprehensive B5/B10 Biodiesel Blends Heavy-Duty Engine Dynamometer Testing*, June 2014.

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destination for all waste and recycled materials, and the procedures that will be followed to ensure implementation of this measure.							
MM GCC-9: The project shall be certifiable under Leadership in Energy and Environmental Design (LEED). The project shall obtain the following credits from the LEED for New Construction & Major Renovations, version 2.2 (or equivalent): Sustainable Sites Credit 7.1: Heat Island Effect, Non-Roof; LEED Energy & Atmosphere Credit 1, Optimize Energy Performance, in part through installing skylights and utilizing energy efficient lighting. Demonstration of certifiability shall be provided to the satisfaction of the City, prior to the issuance of building permits.	Applicant	City of Moreno Valley Planning Division and Building and Safety Division	Submit Prior to Building Permits				
MM GCC-10: The project shall be designed to accommodate trucks utilizing "SmartWay Truck Efficiency" emission reduction features. Trailer tails (extenders) are incompatible with loading docks and are exempt from this measure.	Applicant	City of Moreno Valley Planning Division	Prior to Issuance of Building Permits/Prior to Construction (Provide Documentation)				
MM GCC-11: Every truck that enters the site with a gross vehicle weight rating over 10,000 pounds shall have an Engine Certification Label. If it does not have the label, it shall be prohibited from entering the project site.	Applicant, Tenant	City of Moreno Valley, Planning Division	Operation				
HAZARDS AND HAZARDOUS MATERIALS							
MM HH-1: The fire protection system shall be designed per National Fire Protection Agency (NFPA) 13 to provide an Early Suppression Fast Response (ESFR) sprinkler system protection. Temperature	Applicant, Tenant	City of Moreno Valley Fire Department,	Plan Check Review/Approval				

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rating of sprinkler heads to be per the Fire Department’s requirements.		Building and Safety Division					
MM HH-2: A complete on-site fire protection underground system shall be provided per NFPA 24 and specific requirements of the local authorities. This system shall include hydrants, sectional valves, backflow prevention, and Fire Department connections.	Applicant, Tenant	City of Moreno Valley Fire Department, Building and Safety Division	Plan Check Review/Approval				
MM HH-3: Riser assemblies shall include mechanical alarm valves. System control valves shall either be riser mounted with wall post extensions or exterior post indicator valves as required by the local authority. All required devices for central station alarm system interface shall be provided.	Applicant, Tenant	City of Moreno Valley Fire Department, Building and Safety Division	Plan Check Review/Approval				
MM HH-4: System design, material, and installation shall comply with NFPA 13 and the other previous NFPA standards. It shall also comply with CBC and UFC standards. Approvals will also be obtained from the owner’s insurance authority.	Applicant, Tenant	City of Moreno Valley Fire Department, Building and Safety Division	Plan Check Review/Approval				
LAND USE AND PLANNING							
MM LU-1: <i>Note that Mitigation Measure LU-1 from the HFCEP Final EIR is no longer applicable to the Proposed Project. Similar to MM AQ-13, this mitigation measure has been satisfied through the adoption of the World Logistics Center Specific Plan.</i>				N/A	N/A		
NOISE							
MM N-1: No Construction Vehicles on Redlands Boulevard south of Future Eucalyptus Avenue. Other than construction vehicles necessary for identified offsite improvements within	Applicant, Construction Supervisor	City of Moreno Valley, Public Works, Land Development Division	Construction				

Attachment: CC Resolution for Addendum Exhibit C MMRP (3530 : Highland Fairview GPA, Change of

Mitigation Measures	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
						Date	Monitor
Redlands Boulevard, no construction vehicles shall be allowed in the vicinity of any residences on Redlands Boulevard south of existing Fir/future Eucalyptus Avenue. The prohibition for construction traffic shall apply to all phases of the proposed project.							
MM N-2: Note that MM N-2 has been satisfied with City approval of the WLC Specific Plan.				N/A	N/A		
<p>MM N-3: Daytime Construction Noise. City grading hours are from 7 a.m. to 6 p.m., Monday through Friday. If project site grading activities must occur within 560 feet of noise-sensitive land uses during the daytime (7 a.m. to 8 p.m.), then temporary sound barriers of sufficient height and density to reduce daytime noise levels to 60 dBA (Leq) or less shall be placed between the grading activities and the noise-sensitive land uses. Prior to the issuance of a grading permit, the developer shall submit a NRCP to the City as part of the grading permit submittal showing the limits of daytime construction based on the 560-foot setback in relation to the location of occupied residential dwellings and their associated parcels and other noises sensitive uses.</p> <p>In the event any new residential units or other noise-sensitive land uses are built and occupied in the vicinity of the project site prior to completion of Phase 1 construction, the NRCP shall be modified to show the revised new 560-foot setback for day time construction and grading</p>	Applicant, Construction Supervisor	City of Moreno Valley, Planning Division and Public Works Land Development Division	Prior to Issuance of a Grading Permit, Pre-Construction and Construction				

Attachment: CC Resolution for Addendum Exhibit C MMRP (3530 : Highland Fairview GPA, Change of

Mitigation Measures	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
						Date	Monitor
<p>activities in relation to the new residences.</p> <p>With the implementation of this mitigation measure the loudest noise level that would be experienced at any developed residential parcel would be less than 60 dBA (Leq) during the daytime, and these levels would be consistent with the limits established in the City’s Noise Ordinance. Compliance with these standards during Phase 1 construction of the project should be assured through the NRCP and periodic monitoring of noise levels at developed residential parcels within 560 feet of the project site. This mitigation measure does not apply to off-site construction.</p>							
<p>MM N-4: Require Equipment Maintenance. All construction equipment shall be maintained in good working order and fitted with the appropriate silencers, mufflers or acoustic covers where applicable.</p>	Applicant, Construction Supervisor	City of Moreno Valley, Planning Division, Building and Safety Division	During Construction				
<p>MM N-5: Locate Material Stockpiles 1,200 Feet from Residences south of the Freeway. Material stockpiles shall be located at least 1,200 feet from residences south of future Eucalyptus Avenue along <u>World Logistics Center Parkway (formerly Theodore Street)</u> and Redlands Boulevard. Remotely locating the stockpiles reduces the noise at the residences from equipment traveling to and from the stockpiles and the noise that is sometimes associated with handling of material.</p>	Applicant, Construction Supervisor	City of Moreno Valley, Planning Division, Building and Safety Division	During Construction				

Attachment: CC Resolution for Addendum Exhibit C MMRP (3530 : Highland Fairview GPA, Change of

Mitigation Measures	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
						Date	Monitor
<p><i>Note: This Mitigation Measure has been fulfilled through the adoption of the World Logistics Center Specific Plan.</i></p> <p><i>Note: Mitigation Measure MM N-5 has been updated to reflect the current street name.</i></p>							
TRANSPORTATION AND TRAFFIC							
<p>MM TT(C)-1: <i>Note that Mitigation Measures TT(C)-1 through TT(C)-3 either do not apply to the Proposed Project or have already been implemented.</i></p>				N/A	N/A		
<p>MM TT(C)-2: <i>Note that Mitigation Measures TT(C)-1 through TT(C)-3 either do not apply to the Proposed Project or have already been implemented.</i></p>				N/A	N/A		
<p>MM TT(C)-3: <i>Note that Mitigation Measures TT(C)-1 through TT(C)-3 either do not apply to the Proposed Project or have already been implemented.</i></p>				N/A	N/A		
<p>MM TT(C)-4: <u>“To the extent consistent with the Project Approvals and adopted City regulations and policies:</u></p> <p>a. <u>The design and installation of improvements and signs shall direct all large trucks (over 10,000 pounds) to use World Logistics Center Parkway, rather than Redlands Boulevard, when entering or leaving the Project Site unless site-specific traffic analysis provides compelling evidence that:</u></p> <p>i. <u>Keeping large trucks (over 10,000 pounds) off of Redlands Boulevard will cause Eucalyptus Avenue, World Logistics Center Parkway or its on- or off-ramps to State Route</u></p>	Applicant	Periodic Site Inspection	Ongoing during Project operations				

Attachment: CC Resolution for Addendum Exhibit C MMRP (3530 : Highland Fairview GPA, Change of

Mitigation Measures	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
						Date	Monitor
<p>60 to fall below the City’s Level of Service standard; and</p> <p>ii. <u>Mitigation within the limits of the currently planned right of way of World Logistics Center Parkway is unavailable to improve Level of Service to acceptable levels; and</u></p> <p>iii. <u>Allowing large trucks (over 10,000 pounds) to use Redlands Boulevard will not cause Redlands Boulevard to fall below the applicable City’s Level of Service Standards after mitigation.</u></p> <p>b. <u>To the extent that any part of subparagraph a above is found not to be consistent with existing Project Approvals or City regulations or policies, the developer shall apply for and City will consider, under its existing procedures and preserving the Council’s legislative and discretionary policy authority, modification of conditions, and/or amendments to existing Project Approvals, regulations and policies.”</u></p>							
UTILITIES AND SERVICE SYSTEMS							
<p>MM W-1: Prior to issuance of a Precise Grading Permit, Planting and Irrigation Plans shall be submitted for review and prior to the issuance of a building permit, approved by the City. Such plans shall contain the following components:</p> <ul style="list-style-type: none"> The plans shall incorporate water conservation principles as detailed in the Moreno Valley Municipal Code § 9.17.030 Landscape and irrigation design standards. 	Applicant	City of Moreno Valley, Planning Division	Plan Check Review/Prior to Issuance of Building Permit				

Attachment: CC Resolution for Addendum Exhibit C MMRP (3530 : Highland Fairview GPA, Change of

Mitigation Measures	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
						Date	Monitor
<ul style="list-style-type: none"> Plant types shall be grouped together according to their water, soil, sun and shade requirements and in relation to the buildings. Plants with different water needs shall be irrigated separately. Plans shall be designed in accordance with soil tests to determine appropriate specifications of soil amendments and to facilitate selection of water-efficient plant species suitable for the site. Soil amendments such as compost shall be provided to improve water-holding capacity of soil, where soil conditions warrant. All exposed surfaces of non-turf areas within the developed landscape area shall be mulched with a minimum three-inch (3") layer of material, except in areas with groundcover planted from flats where mulch depth shall be one and one-half inches (1.5"). Turf areas shall be limited to public gathering areas and used in compliance with City approved water budget formula(s) and specifications. All irrigation systems shall be designed to prevent runoff, overspray, low head drainage (occurs where sprinkler systems are installed in sloped areas) and other similar conditions where water flows offsite on to adjacent property, non-irrigated areas, walk, roadways, or structures. Irrigation systems shall be designed, constructed, managed, and maintained to achieve as high an overall efficiency as possible. 							

Attachment: CC Resolution for Addendum Exhibit C MMRP (3530 : Highland Fairview GPA, Change of

Mitigation Measures	Responsible Party	Verification of Compliance	Timing	Start Date	Finish Date	Monitoring	
						Date	Monitor
<ul style="list-style-type: none"> Landscaped areas shall be provided with a) smart irrigation controllers which automatically adjusts the frequency and/or duration of irrigation events in response to changing weather conditions; b) rain-sensing devices to prevent irrigation during rainy weather; c) anti-drain check valves installed at strategic points to minimize or prevent low-head drainage; and d) pressure regulators when the static water pressure exceeds the maximum recommended operating pressure of the irrigation system. The planting areas shall be grouped in relation to moisture control zones based on similarity of water requirements (i.e., turf separate from shrub and groundcover, full sun exposure areas separate from shade areas; top of slope separate from toe of slope). 							

Attachment: CC Resolution for Addendum Exhibit C MMRP (3530 : Highland Fairview GPA, Change of

RESOLUTION NO. 2019-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MORENO VALLEY APPROVING APPLICATION NO. PEN18-0191, AN AMENDMENT TO THE GENERAL PLAN LAND USE MAP CHANGING THE LAND USE DESIGNATION FROM COMMERCIAL (C) TO BUSINESS PARK (BP) ON APPROXIMATELY 19.7 ACRES LOCATED AT THE NORTHEAST CORNER OF REDLANDS BOULEVARD AND EUCALYPTUS AVENUE (ASSESSOR'S PARCEL NUMBERS: 488-350-027 AND 488-350-029), AND TO AMEND TEXT IN SECTION 5.1 OF THE CIRCULATION ELEMENT OF THE GENERAL PLAN AND ADDING A NEW POLICY 5.5.12 TO CHAPTER 9, GOALS AND OBJECTIVES

WHEREAS, the applicant, Highland Fairview, LLC, filed Application No. PEN18-0191, requesting an amendment to the Moreno Valley General Plan, as described in the title of this resolution and the attached Exhibit A; and

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

WHEREAS, the City determined that the Addendum is the proper environmental document under the CEQA Guidelines Sections 15164 in that none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred. Specifically, the City concluded that a subsequent environmental impact report is not required because (1) the Project does not require major revisions in the Environmental Report, (2) no substantial changes have occurred with respect to the circumstances under which the Project is being taken that will require major revisions of the Environmental Impact Report and (3) there is no new information of substantial importance which shows that the Project will have one or more significant impacts not discussed in the Environmental Impact Report as described in CEQA Guidelines Section 15162; and

WHEREAS, on March 28, 2019, the Planning Commission of the City of Moreno Valley held a public hearing to consider the subject applications and all of the environmental documentation prepared for the project; and

WHEREAS, the public hearing notice for this project was published in the local newspaper on April 4, 2019. Public notice was sent to all property owners of record within 300 feet of the project site on April 4, 2019. The public hearing notice for this project was also posted on the project site on April 5, 2019;

WHEREAS, on April 16, 2019, the City Council held a public hearing to consider the application; and

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

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

WHEREAS, pursuant to Government Code Section 66020(d)(1), NOTICE IS HEREBY GIVEN that this project is subject to certain fees, dedications, reservations and other exactions as provided herein

NOW, THEREFORE, BE IT RESOLVED, it is hereby found, determined and resolved by the City Council as follows:

- A. This City Council hereby specifically finds that all of the facts set forth above in this Resolution are true and correct.
- B. Based upon substantial evidence presented to this City Council during the above-referenced meeting, including written and oral staff reports, and the record from the public hearing, this Planning Commission hereby specifically finds as follows:
 - 1. Conformance with General Plan Policies – The proposed General Plan Amendment is consistent with the General Plan, and its goals, objectives, policies and programs.

FACT: Highland Fairview proposes to modify the previously approved Highland Fairview Corporate Park project by changing the land use designation for a total of 19.7 acres, including Parcel 3 of Parcel Map 35629 from Commercial to Business Park.

In 2009, the City of Moreno Valley approved Plot Plan PA07-0091, which allowed for the development of a 1,820,000 square foot industrial building, a second, 600,000 square foot industrial building, a 120,000 square foot retail center and a second, 80,000 square foot retail center within the Highland Fairview Corporate Park project. The applicant now wishes to replace the 600,000 square foot industrial building and the 120,000 square foot retail center concepts with a single, 768,000 square foot industrial building on Parcels 2 and 3 of Parcel Map 35629.

The westerly portion of the project site has a current General Plan designation of Commercial. The proposed General Plan Amendment would change the land use designation on the approximately 19.7 acres located at the northeast corner of Redlands Boulevard and Eucalyptus

Avenue from Commercial to Business Park. The balance of the project site would remain designated Business Park.

The project as designed and conditioned, will achieve the objectives of the City of Moreno Valley's General Plan. The project will reduce the amount of land designated in the General Plan as Commercial in the area; however, approximately 9.36 acres of land designated in the General Plan as Commercial will remain along World Logistics Center Parkway (east side of Sketchers) and approximately 15.67 acres of land designated as Commercial is located along the west side of Redlands Boulevard. Additionally, a significant amount of land designated in the General Plan as Commercial is located within the Stoneridge commercial development to the west at Moreno Beach Drive. Thus, adequate commercial land remains available and as such, the proposed project is consistent with the General Plan and with its goals, objectives, policies, and programs established within the Plan.

The project site is bounded by Redlands Boulevard along its western property line, Eucalyptus Avenue along its southern property line, and State Route 60 along its northern property line. Beyond the contiguous streets, land uses surrounding the project site are primarily vacant and/or industrial uses within World Logistics Center Specific Plan areas and the Aldi Distribution Center and Prologis Industrial developments.

General Plan Policy 2.5.1 states that the primary purpose of areas designated Business Park/Industrial is to provide for manufacturing, research and development, warehousing and distribution, as well as office and support commercial activities.

With approval of the requested General Plan Amendment, the project as designed and conditioned will achieve the objectives of the City of Moreno Valley's General Plan for Industrial land uses, and will promote development of the undeveloped portion of the project site in a manner that is consistent with existing industrial developments within the immediate area.

The General Plan Amendment also includes text amendments to Section 5.1 of the Circulation Element of the General Plan and a new Policy, 5.5.12 to Chapter 9 Goals and Objectives. These modifications provided added clarification with regard to the types of innovative road designs that may be considered and implemented to ensure the most effective and efficient circulation network. These text modifications will be consistent with the overall General Plan, and its goals, objectives, policies and programs.

2. Health, Safety and Welfare – The proposed General Plan Amendment will not be detrimental to the public health, safety or welfare.

FACT: The proposed General Plan Amendment is a legislative action and will not result in any direct physical impacts; therefore, the action itself could not be detrimental to the public health, safety or welfare.

The change in land use designation for the 19.7 acres of mostly vacant land includes approximately 13.2 acres for future industrial development that is consistent with the General Plan, Zoning, and public health safety and welfare as well as approximately 6.5 acres that will ultimately be required for the State Route 60 right-of-way.

An Addendum to the EIR was prepared for the project for the purpose of compliance with the California Environmental Quality Act (CEQA). Based on the Addendum and its recommendations, it was determined that the project impacts remain less than significant and certification of an Addendum to the previously approved Highland Fairview Corporate Park Environmental Impact Report is recommended.

There is no evidence that the proposed project will have a significant impact on public health or be materially injurious to surrounding properties of the environment as a whole.

BE IT FURTHER RESOLVED that the City Council HEREBY APPROVES Resolution No. 2019-XX, and thereby

:

1. APPROVE General Plan Amendment Application No. PEN18-0191, based on the findings contained in this Resolution and as depicted on the map attached as Exhibit "A"; and,
2. APPROVE the modifications to Section 5.1 of the Circulation Element of the General Plan, and the addition of Policy 5.5.12 on page 9-21 of Chapter 9, Goals and Objectives in the General Plan by adding language identified in Exhibit "B"

APPROVED AND ADOPTED this 16th day of April 2019.

Mayor of the City of Moreno Valley

ATTEST:

City Clerk

APPROVED AS TO FORM:

City Attorney

Attachment: Resolution 2019-XX GPA for PEN18-0191 [Revision 4] (3530 : Highland Fairview GPA, Change of Zone, Plot Plan, Addendum to

RESOLUTION JURAT

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF MORENO VALLEY)

I, Pat Jacquez-Nares, City Clerk of the City of Moreno Valley, California, do hereby certify that Resolution No. 2019-XX was duly and regularly adopted by the City Council of the City of Moreno Valley at the meeting thereof held on the 16th day of April, 2019 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

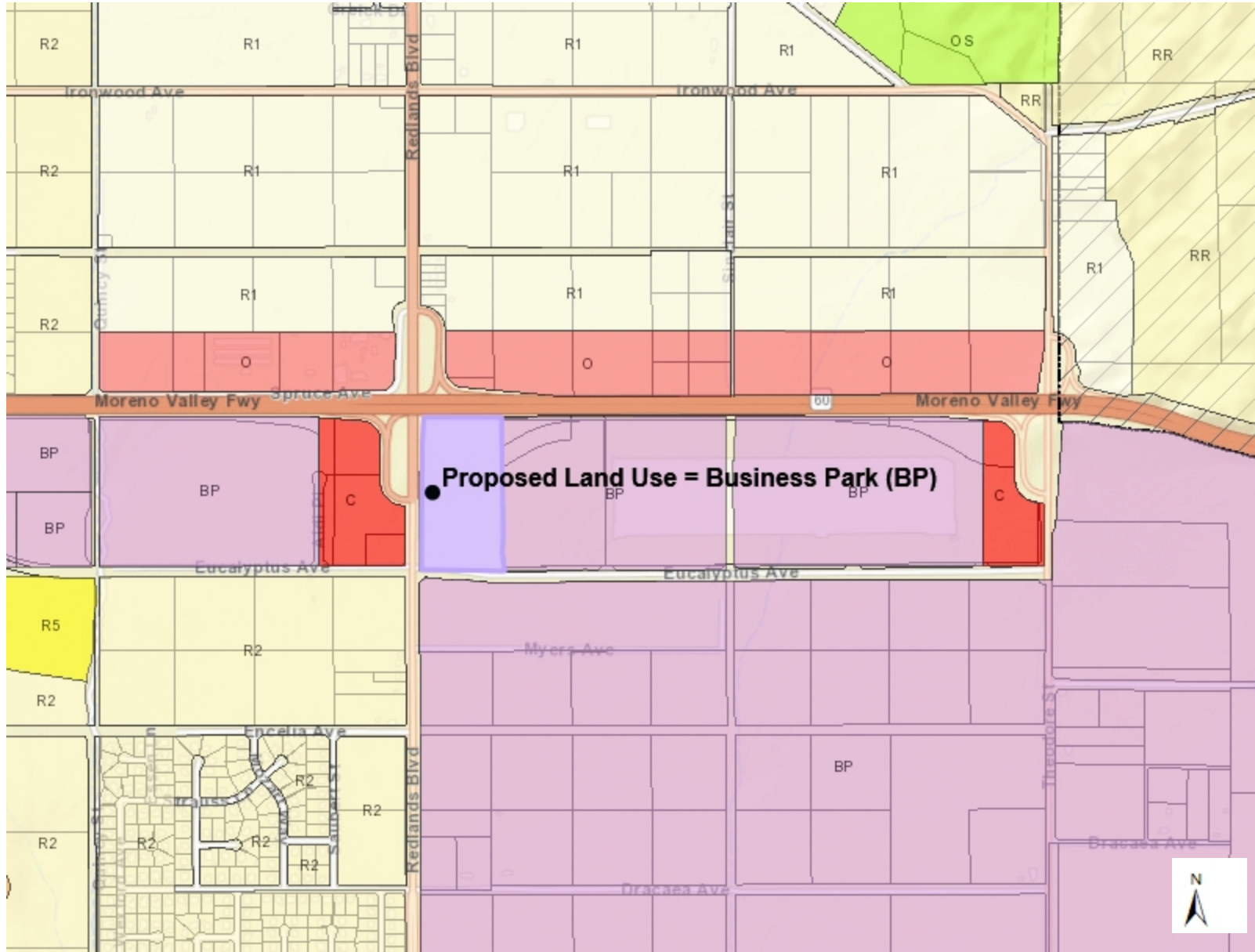
(Council Members, Mayor Pro Tem and Mayor)

CITY CLERK

(SEAL)

Attachment: Resolution 2019-XX GPA for PEN18-0191 [Revision 4] (3530 : Highland Fairview GPA, Change of Zone, Plot Plan, Addendum to

General Plan Amendment PEN18-0191



Legend

Land Use

- Residential: Max. 1 du/ac
- Mixed Use
- Residential: Max. 2 du/ac
- Rural Residential: Max 2.5 du/ac
- Residential: Max. 3 du/ac
- Residential: Max. 5 du/ac
- Residential: Max. 5 or 15 du/ac
- Residential: Max. 10 du/ac
- Residential: Max. 15 du/ac
- Residential: Max. 20 du/ac
- Residential: Max. 30 du/ac
- Hillside Residential
- Planned Residential
- Residential/Office
- Office
- Commercial
- Business Park/Light Industrial
- Open Space
- Public Facilities
- Floodplain
- Parcels
- City Boundary
- Sphere of Influence

Notes

Current Land Use = Commercial (C)
Proposed Land Use = Business Park (BP)

2,523.8 0 1,261.92 2,523.8 Feet

DISCLAIMER: The information shown on this map was compiled from the City of Moreno Valley GIS and Riverside County GIS. The land base and facility information on this map is for display purposes only and should not be relied upon without independent verification as to its accuracy. Riverside County and City of Moreno Valley will not be held responsible for any claims, losses or damages resulting from the use of this map.



Attachment: Exhibit A to Resolution 2019-XX GPA PEN18-0191 (3530 : Highland Fairview GPA, Change of

EXHIBIT B

Add the following language as the last sentence of paragraph one of Section 5.1 of the Circulation Element on page 5-1, as follows:

5. Circulation Element

5.1 Introduction

The purpose of the Circulation Element is to ensure a complete, balanced and well maintained circulation system that relies on vehicular travel and transit, and incorporates alternative modes including bikeways and pedestrian facilities. The Circulation Element is designed to support the land uses promulgated in the Land Use Element. The Circulation Plan also is designed to support regional traffic that crosses the City, and allows Moreno Valley residents and businesses to travel comfortably to and from other cities and counties. **“Consider innovative design and program solutions to improve the mobility, efficiency, connectivity, and safety of the transportation system. Innovative design solutions include, but are not limited to, traffic calming devices, roundabouts, traffic circles, curb extensions, separated bicycle infrastructure, pedestrian scramble intersections, high visibility pedestrian treatments and infrastructure, and traffic signal coordination.”**

Add the following language as a new Policy 5.5.12 on page 9-21 of Chapter 9 Goals and Objectives, as follows:

“Policy 5.5.12 Consider innovative design and program solutions to improve the mobility, efficiency, connectivity, and safety of the transportation system. Innovative design solutions include, but are not limited to, traffic calming devices, roundabouts, traffic circles, curb extensions, separated bicycle infrastructure, pedestrian scramble intersections, high visibility pedestrian treatments and infrastructure, and traffic signal coordination.”

ORDINANCE NO. 2019-XX

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MORENO VALLEY APPROVING ZONE CHANGE APPLICATION NO. PEN18-0192: AN AMENDMENT TO THE OFFICIAL ZONING ATLAS, CHANGING THE ZONING CLASSIFICATION FROM COMMUNITY COMMERCIAL (CC) TO LIGHT INDUSTRIAL (LI) FOR APPROXIMATELY 19.7 ACRES LOCATED AT THE NORTHEAST CORNER OF REDLANDS BOULEVARD AND EUCALYPTUS AVENUE (ASSESSOR'S PARCEL NUMBERS: 488-350-027 AND 488-350-029)

The City Council of the City of Moreno Valley does ordain as follows:

SECTION 1 GENERAL:

- 1.1 The applicant, Highland Fairview, filed Application No. PEN18-0192, requesting an amendment to Page 63 of the Official Zoning Atlas to the zoning classification for certain property, as described in the title of this resolution and the attached Exhibit A.
- 1.2 Pursuant to the provisions of the law, a public hearing was held before the City Council on April 16, 2019, for deliberations and decision.
- 1.3 The matter was fully discussed, and the public and other agencies were given opportunity to present testimony and documentation.
- 1.4 WHEREAS, the City determined that the Addendum is the proper environmental document under the CEQA Guidelines Sections 15164 in that none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred. Specifically, the City concluded that a subsequent environmental impact report is not required because (1) the Project does not require major revisions in the Environmental Report, (2) no been substantial changes have occurred with respect to the circumstances under which the Project is being taken that will require major revisions of the Environmental Impact Report and (3) there is no new information of substantial importance which shows that the Project will have one or more significant impacts not discussed in the Environmental Impact Report as described in CEQA Guidelines Section 15162.
- 1.5 The City has evaluated this project against the Settlement Agreement dated January 7, 2010 and determined that it is consistent with the terms of the Agreement and will not result in a significant impact on the environment as defined in CEQA Guidelines Section 15382.

SECTION 2 FINDINGS:

2.1 Based upon substantial evidence presented to this City Council during the above-referenced meeting on April 16, 2019, including written and oral staff reports, and the record from the public hearing, this City Council hereby specifically finds as follows:

1. Conformance with General Plan Policies – The proposed amendment is consistent with the General Plan, and its goals, objectives, policies and programs.

FACT: Highland Fairview proposes to modify the previously approved Highland Fairview Corporate Park project by changing the land use designation from Commercial to Business Park for 19.7 acres, and allowing for the development of a 768,000 square foot industrial building by combining Parcels 2 and 3 of Parcel Map 35629.

In 2009, the City of Moreno Valley approved Plot Plan PA07-0091, which allowed for the development of a 1,820,000 square foot industrial building, a second, 600,000 square foot industrial building, a 120,000 square foot retail center and a second, 80,000 square foot retail center within the Highland Fairview Corporate Park project. The applicant now wishes to replace the 600,000 square foot industrial building and the 120,000 square foot retail center concepts with a single, 768,000 square foot industrial building on Parcels 2 and 3 of Parcel Map 35629.

The proposed General Plan Amendment would change the land use designation on approximately 19.7 acres currently designated as Commercial to Business Park, including 13.2 acres proposed for industrial development and 6.5 acres within the future State Route 60 right-of-way. The project is located at the northeast corner of Redlands Boulevard and Eucalyptus Avenue. The balance of the project site would remain designated Business Park.

The project as designed and conditioned, will achieve the objectives of the City of Moreno Valley's General Plan. The project will reduce the amount of General Plan land designated as Commercial in the area; however, approximately 9.36 acres of Commercial designated land will remain along World Logistics Center Parkway (east side of Sketchers) and approximately 15.67 acres of Commercial is located along the west side of Redlands Boulevard. Additionally, a significant amount of Commercial designated land is located within the Stoneridge commercial development to the west at Moreno Beach Drive provides adequate commercial land in the surrounding area. As such, the proposed

project is consistent with the General Plan and with its goals, objectives, policies, and programs established within the Plan.

The project site is bounded by Redlands Boulevard along its western property line and Eucalyptus Avenue along its southern property line and State Route 60 along its northern property line. Beyond the contiguous streets, land uses surrounding the project site are primarily vacant and, or industrial uses within World Logistics Center Specific Plan areas and the Aldi Distribution Center and Prologis Industrial developments. .

General Plan Policy 2.5.1 states that the primary purpose of areas designated Business Park/Industrial is to provide for manufacturing, research and development, warehousing and distribution, as well as office and support commercial activities.

With approval of the requested General Plan Amendment and Zone Change, the project as designed and conditioned will achieve the objectives of the City of Moreno Valley's General Plan, and will promote development of the undeveloped portion of the project site that is consistent with existing industrial developments within the immediate area.

2. Health, Safety and Welfare – The proposed amendment will not adversely affect the public health, safety or general welfare.

FACT: The proposed Zone Change is a legislative action and will not result in any direct physical impacts; therefore, the action itself could not be detrimental to the public health, safety or welfare.

The change in land use designation for the 19.7 acres of mostly vacant land, will allow for future industrial development on 13.2 acres that is consistent with the General Plan, zoning, and public health safety and welfare. The additional 6.5 acres is within the future State Route 60 right-of-way.

An Addendum to the EIR was prepared for the project for the purpose of compliance with the California Environmental Quality Act (CEQA). Based on the Addendum and its recommendations, it was determined that the project impacts are less than significant and certification of an Addendum to the previously approved Highland Fairview Corporate Park Environmental Impact Report is recommended.

There is no evidence that the proposed project will have a significant impact on public health or be materially injurious to surrounding properties of the environment as a whole. Therefore, it is determined that the proposal will not result in a significant

impact on the environment as defined in CEQA Guidelines Section 15382; and

- 3 Conformance with the Zoning Regulations – The proposed Zone Change is consistent with the purposes and intent of Title 9 of the City of Moreno Valley Municipal Code.

FACT: The proposed Zone Change would change the land use for approximately 19.7 acres from Community Commercial (CC) to Light Industrial (LI) located at the northeast corner of Redlands Boulevard and Eucalyptus Avenue. However, only 13.2 acres is developable as the remaining 6.5 acres is within the future State Route 60 right-of-way.

The project will reduce the amount of Community Commercial zoning in the area; however, approximately 9.36 acres of Community Commercial zoning will remain along World Logistics Center Parkway (east side of Sketchers) and approximately 15.67 acres of Community Commercial is located along the west side of Redlands Boulevard. Additionally, a significant amount of Community Commercial zoning within the Stoneridge commercial development to the west at Moreno Beach Drive. Thus, adequate commercial uses for residents and/or workers will be provided within the surrounding area.

The LI zone defers to the City's Municipal Code for development standards. With the adoption of the change of zoning, the project would be consistent with the purposes and intent of Title 9 of the Municipal Code.

SECTION 3 AMENDMENT OF THE OFFICIAL ZONING ATLAS:

- 3.1 The City of Moreno Valley Official Zoning Atlas, as adopted by Ordinance No. 359, on April 14, 1992, of the City of Moreno Valley, and as amended thereafter from time to time by the City Council of the City of Moreno Valley, is further amended by placing in effect the zone or zone classification to Page 63 of the Official Zoning Atlas as shown on the attached map marked "Exhibit A" and included herein by reference and on file in the office of the City Clerk).

SECTION 4 EFFECT OF ENACTMENT:

- 4.1 Except as specifically provided herein, nothing contained in this ordinance shall be deemed to modify or supersede any prior enactment of the City Council which addresses the same subject addressed herein.

SECTION 5 NOTICE OF ADOPTION:

4
Ordinance No. 2019-XX
Date Approved:

Within fifteen days after the date of adoption hereof, the City Clerk shall certify to the adoption of this ordinance and cause it to be posted in three public places within the city.

SECTION 6. EFFECTIVE DATE:

This ordinance shall take effect thirty days after the date of its adoption.

APPROVED AND ADOPTED this _____ day of _____, _____.

Mayor

ATTEST:

City Clerk

APPROVED AS TO FORM:

City Attorney

Attachment: Ordinance No 2019-XX Zone Change PEN18-0192 [Revision 6] (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

ORDINANCE JURAT

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF MORENO VALLEY)

I, Pat Jacquez-Nares, City Clerk of the City of Moreno Valley, California, do hereby certify that Ordinance No. YYYY-__ was duly and regularly adopted by the City Council of the City of Moreno Valley at a regular meeting thereof held on the ____ day of _____, 2019, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

(Council Members, Mayor Pro Tem and Mayor)

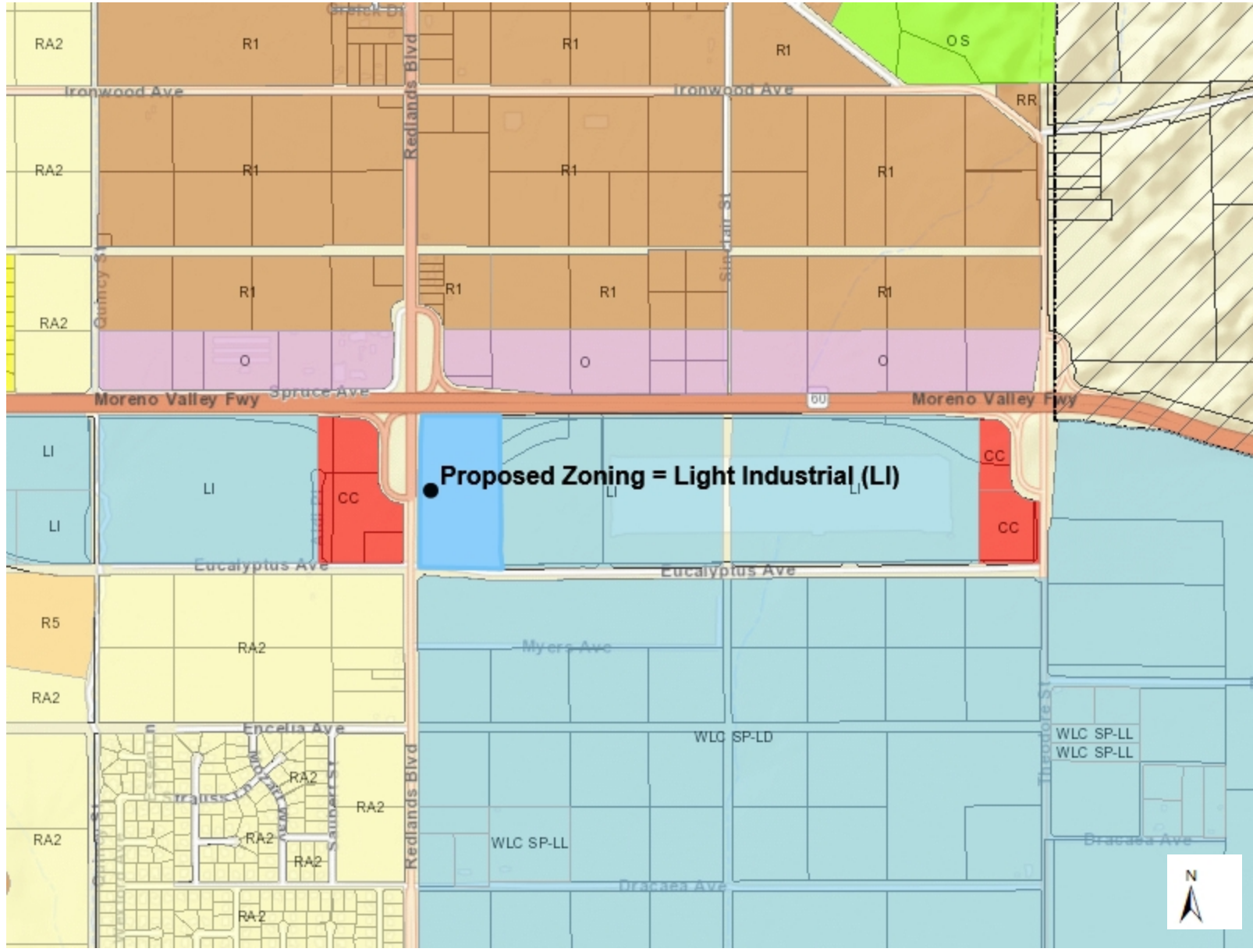
CITY CLERK

(SEAL)

Attachment: Ordinance No 2019-XX Zone Change PEN18-0192 [Revision 6] (3530 : Highland Fairview GPA, Change of Zone, Plot Plan,

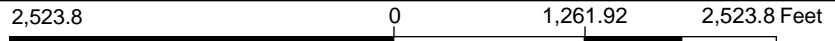


Change of Zone PEN18-0192



Legend

- Zoning**
- Commercial
 - Industrial/Business Park
 - Public Facilities
 - Office
 - Planned Development
 - Large Lot Residential
 - Residential Agriculture 2 DU/AC
 - Residential 2 DU/AC
 - Suburban Residential
 - Multi-family
 - Open Space/Park
- Parcels
- City Boundary
- Sphere of Influence



WGS_1984_Web_Mercator_Auxiliary_Sphere

Print Date: 3/14/2019

DISCLAIMER: The information shown on this map was compiled from the City of Moreno Valley GIS and Riverside County GIS. The land base and facility information on this map is for display purposes only and should not be relied upon without independent verification as to its accuracy. Riverside County and City of Moreno Valley will not be held responsible for any claims, losses or damages resulting from the use of this map.

Notes

Current Zoning = Community Commercial (CC)
Proposed Zoning = Light Industrial (LI)

Attachment: Exhibit A to Ordinance 2019-XX Zone Change PEN18-0192 (3530 : Highland Fairview GPA,

RESOLUTION NO. 2019-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MORENO VALLEY APPROVING PLOT PLAN APPLICATION NO. PEN18-0254, FOR DEVELOPMENT OF A 768,000 SQUARE FOOT INDUSTRIAL PROJECT ON 36.8 ACRES LOCATED AT THE NORTHEAST CORNER OF REDLANDS BOULEVARD AND EUCALYPTUS AVENUE SUBJECT TO THE APPROVAL OF A GENERAL PLAN AMENDMENT AND A ZONE CHANGE.

WHEREAS, Highland Fairview, has filed an application for the approval of Plot Plan PEN18-0254 for development of a 768,000 square foot industrial building on 36.8 acres as described in the title above; and

WHEREAS, the application has been evaluated in accordance with established City of Moreno Valley (City) procedures, and with consideration of the General Plan, Moreno Valley Specific Plan and other applicable regulations; and

WHEREAS, the City has reviewed this project and determined that with the requested General Plan Amendment and Zone Change, that it is consistent with the site's General Plan Business Park designation, all applicable General Plan policies and the Light Industrial zoning district subject to approval of a General Plan Amendment, Zone Change and plot plan; and

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

WHEREAS, the City determined that the Addendum is the proper environmental document under the CEQA Guidelines Sections 15164 in that none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred. Specifically, the City concluded that a subsequent environmental impact report is not required because (1) the Project does not require major revisions in the Environmental Report, (2) no been substantial changes have occurred with respect to the circumstances under which the Project is being taken that will require major revisions of the Environmental Impact Report and (3) there is no new information of substantial importance which shows that the Project will have one or more significant impacts not discussed in the Environmental Impact Report as described in CEQA Guidelines Section 15162; and

WHEREAS, upon completion of a thorough development review process the project was appropriately agendized and noticed for a public hearing before the Planning Commission of the City of Moreno Valley (Planning Commission); and

WHEREAS, the public hearing notice for this project was published in the local newspaper on April 4, 2019. Public notice was sent to all property owners of record within 300 feet of the project site on April 4, 2019. The public hearing notice for this project was also posted on the project site on April 5, 2019;

WHEREAS, on April 16, 2019, the City Council held a public hearing to consider the application; and

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

WHEREAS, pursuant to Government Code Section 66020(d)(1), NOTICE IS HEREBY GIVEN that this project is subject to certain fees, dedications, reservations and other exactions as provided herein.

NOW, THEREFORE, BE IT RESOLVED, it is hereby found, determined and resolved by the Planning Commission as follows:

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

B. Based upon substantial evidence presented to this City Council during the above-referenced meeting on April 16, 2019, including written and oral staff reports, public testimony and the record from the public hearing, this Planning Commission hereby specifically finds as follows:

1. Conformance with General Plan Policies – The proposed project is consistent with the General Plan, and its goals, objectives, policies and programs.

FACT: General Plan Policy 2.5.1 states that the primary purpose of areas designated Business Park/Industrial is to provide for manufacturing, research and development, warehousing and distribution, as well as office and support commercial activities.

The project as designed and conditioned, will achieve the objectives of the City of Moreno Valley's General Plan. The project will reduce the amount of commercially designated land in the area; however, approximately 9.36 acres of land designated in the General Plan for commercial use will remain along World Logistics Center Parkway (east side of Sketchers) and approximately 15.67 acres of Commercial is located along the west side of Redlands Boulevard. Additionally, a significant amount of land designated in the General Plan for Commercial is located within the Stoneridge commercial development to the west at Moreno Beach Drive. As such, the proposed project, along with the accompanying General Plan Amendment, is consistent with the General Plan and with its goals, objectives, policies, and programs established within the Plan.

2. Conformance with Zoning Regulations – The proposed project complies with all applicable zoning and other regulations.

FACT: The proposed Plot Plan includes development of a 768,000 square foot industrial project and associated improvements on approximately 36.8 acres of land located at the northeast corner of Redlands Boulevard and Eucalyptus Avenue.

The project will reduce the amount of Community Commercial zoning in the area; however, approximately 9.36 acres of Community Commercial zoning will remain along World Logistics Center Parkway (east side of Sketchers) and approximately 15.67 acres of Community Commercial is located along the west side of Redlands Boulevard. Additionally, a significant amount of Community Commercial zoning within the Stoneridge commercial development to the west at Moreno Beach Drive provides adequate commercial uses for residents and/or workers within the surrounding area. As such, the proposed project, along with the accompanying Change of Zone, is consistent with the applicable provisions of the Zoning Ordinance.

The proposed project as designed and conditioned further complies with the development requirements of the proposed Light Industrial zoning district and would be consistent with the purposes and intent of Title 9 of the Municipal Code.

3. Health, Safety and Welfare – The proposed project will not be detrimental to the public health, safety or welfare or materially injurious to properties or improvements in the vicinity.

FACT: The proposed Plot Plan as designed and conditioned will provide acceptable levels of protection from natural and man-made hazards to life, health, and property consistent with General Goal 9.6.1. The project site is located less than 5 miles from Fire Station No. 58 located to the west on Eucalyptus Avenue, east of Moreno Beach Drive. Therefore, adequate emergency services can be provided to the site consistent with General Plan Goals 9.6.1.

The proposed project as designed and conditioned will result in a development that will minimize the potential for loss of life and protect residents, workers, and visitors to the City from physical injury and property damage due to seismic ground shaking and flooding as provided for in General Plan Objective 6.1 and General Plan Objective 6.2.

The project site is bounded by Redlands Boulevard along its western property line and Eucalyptus Avenue along its southern property line and State Route 60 along its northern property line. Beyond the contiguous streets, land uses surrounding the project site are primarily vacant Office

Zoned properties to the north, vacant Specific Planned areas for the World Logistics Center Specific Plan areas to the south, a 1,820,000 square foot industrial building to the east and a mix of industrial, vacant properties and single family residential zones to the west and south west.

With the accompanying Change of Zone and General Plan amendment, the project as designed is consistent with the Light Industrial developments to the east and west. Planning staff worked with Kimley-Horn and Associates in the preparation of an Addendum to the Environmental Impact Report in accordance with the provisions of the California Environmental Quality Act (CEQA). Based on the findings of the Addendum, it was determined that the project impacts remain less than significant and certification of an Addendum to the previously approved Highland Fairview Corporate Park Plan Environmental Impact Report is recommended.

4. Location, Design and Operation – The location, design and operation of the proposed project will be compatible with existing and planned land uses in the vicinity.

FACT: The project is located at the northeast corner of Redlands Boulevard and Eucalyptus Avenue. Permitted uses for the 36.8 acre project site are the uses listed under the Light Industrial zone.

The Light Industrial (LI) zone of the Moreno Valley Zoning Code states that land designated LI zone is intended for light manufacturing, light industrial, research and development, warehousing, distribution, professional offices and commercial uses on a limited basis.

The applicant has proposed a roundabout at the intersection of Redlands Boulevard and Eucalyptus Avenue. The roundabout ensures that any trucks that exit the freeway at Redlands Boulevard will have an opportunity to turn around rather than proceeding south along Redlands Boulevard. The project as designed and conditioned is compatible with existing and proposed land uses in the vicinity.

FEES, DEDICATIONS, RESERVATIONS, AND OTHER EXACTIONS

1. FEES

Impact, mitigation and other fees are due and payable under currently applicable ordinances and resolutions. These fees may include but are not limited to: Development Impact Fee, Transportation Uniform Mitigation Fee (TUMF), Multi-species Habitat Conservation Plan (MSHCP) Mitigation Fee, Stephens Kangaroo Habitat Conservation fee, Underground Utilities in lieu Fee, Area Drainage Plan fee, Bridge and Thoroughfare Mitigation fee (Future) and Traffic Signal Mitigation fee. The final amount of fees payable is

dependent upon information provided by the applicant and will be determined at the time the fees become due and payable.

Unless otherwise provided for by this Resolution, all impact fees shall be calculated and collected at the time and in the manner provided in Chapter 3.32 of the City of Moreno Valley Municipal Code or as so provided in the applicable ordinances and resolutions. The City expressly reserves the right to amend the fees and the fee calculations consistent with applicable law.

2. DEDICATIONS, RESERVATIONS, AND OTHER EXACTIONS

The adopted Conditions of Approval for PEN18-0254, incorporated herein by reference, may include dedications, reservations, and exactions pursuant to Government Code Section 66020 (d) (1).

3. CITY RIGHT TO MODIFY/ADJUST; PROTEST LIMITATIONS

The City expressly reserves the right to establish, modify or adjust any fee, dedication, reservation or other exaction to the extent permitted and as authorized by law.

Pursuant to Government Code Section 66020(d)(1), NOTICE IS FURTHER GIVEN that the 90 day period to protest the imposition of any impact fee, dedication, reservation, or other exaction described in this Resolution begins on the effective date of this Resolution and any such protest must be in a manner that complies with Section 66020(a) and failure to timely follow this procedure will bar any subsequent legal action to attack, review, set aside, void or annul imposition.

The right to protest the fees, dedications, reservations, or other exactions does not apply to planning, zoning, grading, or other similar application processing fees or service fees in connection with this project and it does not apply to any fees, dedication, reservations, or other exactions of which a notice has been given similar to this, nor does it revive challenges to any fees for which the applicable statute of limitations has previously expired.

BE IT FURTHER RESOLVED that the Planning Commission HEREBY APPROVES Resolution No. 2019-XX, and RECOMMENDS that the City Council:

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

APPROVED this 16th day of April, 2019.

 Mayor of the City of Moreno Valley

ATTEST:

 City Clerk

APPROVED AS TO FORM:

 City Attorney

Attachment: Resolution 2019-XX Plot Plan PEN18-0254 [Revision 2] (3530 : Highland Fairview GPA, Change of Zone, Plot Plan, Addendum to

RESOLUTION JURAT

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF MORENO VALLEY)

I, Pat Jacquez-Nares, City Clerk of the City of Moreno Valley, California, do hereby certify that Resolution No. 2019-XX was duly and regularly adopted by the City Council of the City of Moreno Valley at a special meeting thereof held on the 16th day of April, 2019 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

(Council Members, Mayor Pro Tem and Mayor)

CITY CLERK

(SEAL)

Attachment: Resolution 2019-XX Plot Plan PEN18-0254 [Revision 2] (3530 : Highland Fairview GPA, Change of Zone, Plot Plan, Addendum to

CONDITIONS OF APPROVAL

Plot Plan (PEN18-0254)

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CITY OF MORENO VALLEY
 CONDITIONS OF APPROVAL
 Plot Plan (PEN18-0254)

EFFECTIVE DATE:

EXPIRATION DATE:

COMMUNITY DEVELOPMENT DEPARTMENTPlanning Division

1. The developer, or the developer's successor-in-interest, shall be responsible for maintaining any undeveloped portion of the site in a manner that provides for the control of weeds, erosion and dust. (MC 9.02.030)
2. Unless specifically superseded herein, these conditions of approval do not replace or supersede the final conditions of approval for approved project PA07-0091 or any related projects or plan checks.
3. The expiration date of this modification does not extend the expiration of any related project or activity.
4. This approval shall expire three years after the approval date of this project unless used or extended as provided for by the City of Moreno Valley Municipal Code; otherwise it shall become null and void and of no effect whatsoever. Use means the beginning of substantial construction contemplated by this approval within the three-year period, which is thereafter pursued to completion, or the beginning of substantial utilization contemplated by this approval. (MC 9.02.230)
5. In the event the use hereby permitted ceases operation for a period of one (1) year or more, or as defined in the current Municipal Code, this permit may be revoked in accordance with provisions of the Municipal Code. (applicable to CUP's)
6. All landscaped areas shall be maintained in a healthy and thriving condition, free from weeds, trash and debris. (MC 9.02.030)
7. The required parking for this use shall comply with the Parking Analysis on file and all applicable requirements of the City of Moreno Valley Municipal Code (MC 9.11.040).
8. The site shall be developed in accordance with the approved plans on file in the Community Development Department - Planning Division, the Municipal Code regulations, General Plan, and the conditions contained herein. Prior to any use of the project site or business activity being commenced thereon, all Conditions of

CONDITIONS OF APPROVAL

Plot Plan (PEN18-0254)

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Approval shall be completed to the satisfaction of the Planning Official. (MC 9.14.020)

9. Any signs indicated on the submitted plans are not included with this approval. Any signs, whether permanent (e.g. wall, monument) or temporary (e.g. banner, flag), require separate application and approval by the Planning Division. No signs are permitted in the public right of way. (MC 9.12)
10. All site plans, grading plans, landscape and irrigation plans, fence/wall plans, lighting plans and street improvement plans shall be coordinated for consistency with this approval.

Special Conditions

11. In the event that Native American cultural resources are discovered during the course of grading (inadvertent discoveries), the following procedures shall be carried out for final disposition of the discoveries:
 - a) One or more of the following treatments, in order of preference, shall be employed with the tribes. Evidence of such shall be provided to the City of Moreno Valley Planning Department:
 - i. Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place they were found with no development affecting the integrity of the resources.
 - ii. Onsite reburial of the discovered items as detailed in the treatment plan required pursuant to Mitigation Measure CR-2. This shall include measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed. No recordation of sacred items is permitted without the written consent of all Consulting Native American Tribal Governments as defined in CR-2. The location for the future reburial area shall be identified on a confidential exhibit on file with the City, and concurred to by the Consulting Native American Tribal Governments prior to certification of the environmental document.
12. If potential historic or cultural resources are uncovered during excavation or construction activities at the project site, work in the affected area must cease immediately and a qualified person meeting the Secretary of the Interior's standards (36 CFR 61), Tribal Representatives, and all site monitors per the Mitigation Measures, shall be consulted by the City to evaluate the find, and as appropriate recommend alternative measures to avoid, minimize or mitigate negative effects on the historic, or prehistoric resource. Determinations and recommendations by the consultant shall be immediately submitted to the Planning Division for consideration,

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Plot Plan (PEN18-0254)

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and implemented as deemed appropriate by the Community Development Director, in consultation with the State Historic Preservation Officer (SHPO) and any and all Consulting Native American Tribes as defined in CR-1 before any further work commences in the affected area.

13. If human remains are discovered, no further disturbance shall occur in the affected area until the County Coroner has made necessary findings as to origin. If the County Coroner determines that the remains are potentially Native American, the California Native American Heritage Commission shall be notified within 24 hours of the published finding to be given a reasonable opportunity to identify the "most likely descendant". The "most likely descendant" shall then make recommendations, and engage in consultations concerning the treatment of the remains (California Public Resources Code 5097.98). (GP Objective 23.3, CEQA).
14. The site has been approved for a 768,000 square foot industrial warehouse building to be located on approximately 35.5 acres in the Highland Fairview Corporate Park Industrial Area. The approval includes 74 dock doors, loading bays, required parking for auto and truck trailers per the approved plans. A change or modification shall require separate approval
15. Prior to issuance of a Certificate of Occupancy of all future tenants, the tenant will develop a truck circulation strategy that will be reviewed and approved by the Planning Division and the Public Works Department-Transportation Engineering. The strategy will address directional signage both on-site and off-site, and provide supplemental information regarding truck routes to be available at the site for the purpose of ensuring that trucks do not encroach into the residential neighborhoods by using Redlands Boulevard.
16. The following Mitigation Measures apply to this project:

Prior to the issuance of a grading permit, the Developer shall retain a professional archaeologist to conduct monitoring of all mass grading and trenching activities. The Project Archaeologist shall have the authority to temporarily redirect earthmoving activities in the event that suspected archaeological resources are unearthed during Project construction. The Project Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a Cultural Resources Management Plan (CRMP) in consultation pursuant to the definition in SB18 to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. A consulting tribe is defined as a tribe that initiated the SB18 tribal consultation process for the Project, has not opted out of the SB18 consultation process, and has completed SB18 consultation with the City as provided for in Cal Pub Res Code Section 21080.3.2(b)(1) of SB18. Details in the Plan shall include:

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- a. Project grading and development scheduling;
 - b. The Project archeologist and the Consulting Tribes(s) as defined in CR-1 shall attend the pre-grading meeting with the City, the construction manager and any contractors and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The Training will include a brief review of the cultural sensitivity of the Project and the surrounding area; what resources could potentially be identified during earthmoving activities; the requirements of the monitoring program; the protocols that apply in the event inadvertent discoveries of cultural resources are identified, including who to contact and appropriate avoidance measures until the find(s) can be properly evaluated; and any other appropriate protocols. All new construction personnel that will conduct earthwork or grading activities that begin work on the Project following the Initial Training must take the Cultural Sensitivity Training prior to beginning work and the Project archaeologist and Consulting Tribe(s) shall make themselves available to provide the training on an as-needed basis;
17. Prior to the issuance of a grading permit, the developer shall secure agreements with the Soboba Band of Luiseño Indians for tribal monitoring. The developer is also required to provide a minimum of 30 days advance notice to the tribes of all mass grading and trenching activities. The Native American Tribal Representatives shall have the authority to temporarily halt and redirect earth moving activities in the affected area in the event that suspected archaeological resources are unearthed . If the Native American Tribal Representatives suspect that an archaeological resource may have been unearthed, the Project Archaeologist or the Tribal Representatives shall immediately redirect grading operations in a 100-foot radius around the find to allow identification and evaluation of the suspected resource. In consultation with the Native American Tribal Representatives, the Project Archaeologist shall evaluate the suspected resource and make a determination of significance pursuant to California Public Resources Code Section 21083.2.
 18. The City shall verify that the following note is included on the Grading Plan:

"If any suspected archaeological resources are discovered during ground -disturbing activities and the Project Archaeologist or Native American Tribal Representatives are not present, the construction supervisor is obligated to halt work in a 100-foot radius around the find and call the Project Archaeologist and the Tribal Representatives to the site to assess the significance of the find."

Prior to Grading Permit

19. At least thirty days prior to issuance of any grading permit, the developer shall retain a qualified archaeologist, provide a letter identifying the name and qualifications of the archaeologist to the Planning Division for approval, to monitor all ground disturbing activities in an effort to identify any unknown archaeological resources

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and to evaluate and recommend appropriate actions for any archaeological deposits exposed by construction activity.

At least thirty days prior to issuance of a grading permit, the applicant shall provide evidence that contact has been established with the appropriate Native American Tribe(s), providing notification of grading, excavation and the proposed monitoring program and to coordinate with the City and Tribe(s) to develop a cultural resources treatment and monitoring agreement. The agreement shall address treatment of known cultural resources, the designation, responsibilities and participation of Tribal monitors during grading, excavation and ground disturbing activities; project grading and development scheduling; terms of compensation; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site.

A report documenting the proposed methodology for grading monitoring shall be submitted to and approved by the Planning Division prior to issuance of any grading permit. The monitoring archaeologist shall be empowered to stop and redirect grading in the vicinity of an exposed archaeological deposit until that deposit can be fully evaluated. The archaeologist shall consult with affected Tribe (s) to evaluate any archaeological resources discovered on the project site. Tribal monitors shall be allowed to monitor all grading, excavation and groundbreaking activities, and shall also have authority to stop and redirect grading activities in consultation with the project archaeologist.

The property owner shall relinquish ownership to the Tribe (s) of all Native American cultural resources, including sacred items, burial goods and all archaeological artifacts that are found on the project site for proper treatment and disposition. All sacred sites, should they be encountered with the project site, shall be avoided and preserved as the preferred mitigation.

If any inadvertent discoveries of subsurface archaeological or cultural resources occur during grading, the applicant, project archaeologist, and Tribe (s) shall assess the significance of such resources and shall meet and confer regarding mitigation of such resources. Avoidance is the preferred method of preservation of archaeological resources. If the applicant, project archaeologist and Tribe (s) cannot agree on the significance or mitigation for such resources, the issue (s) will be presented to the Planning Official with adequate documentation. The Official shall make a determination based on the provisions of CEQA and consideration of the religious beliefs, customs and practices of the Tribe(s).

20. Prior to issuance of any grading permit, all Conditions of Approval, Mitigation Measures shall be printed on the grading plans.
21. Prior to the issuance of grading permits, decorative (e.g. colored/scored concrete

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- or as approve by the Planning Official) pedestrian pathways across circulation aisles/paths shall be provided throughout the development to connect dwellings with open spaces and/or recreational uses or commercial/industrial buildings with open space and/or parking. and/or the public right-of-way. The pathways shall be shown on the precise grading plan. (GP Objective 46.8, DG)
22. Prior to approval of any grading permits, final median enhancement/landscape/irrigation plans shall be submitted to the Planning Division and Public Works Department - Special Districts for review and approval by each division. (GP - Circulation Master Plan) Timing of installation shall be determined by PW-Special Districts.
 23. Prior to approval of any grading permits, landscape and irrigation plans for areas within the State Highway 60 right-of-way adjacent to the project site shall be designed consistent with the State Highway 60 Corridor Design Manual, and submitted to and approved by the Planning Division. (MC 9.14.100)
 24. Prior to approval of any grading plan, local and master-planned multi-use trail easements shall be shown on the rough and precise grading plans in accordance with the City's Master Trail Plan.
 25. Prior to issuance of any grading permits, mitigation measures contained in the Mitigation Monitoring Program approved with this project shall be implemented as provided therein. A mitigation monitoring fee, as provided by City ordinance, shall be paid by the applicant within 30 days of project approval. No City permit or approval shall be issued until such fee is paid. (CEQA)
 26. Within thirty (30) days prior to any grading or other land disturbance, a pre-construction survey for Burrowing Owls shall be conducted pursuant to the established guidelines of Multiple Species Habitat Conservation Plan. The pre-construction survey shall be submitted to the Planning Division prior to any disturbance of the site and/or grading permit issuance.
 27. Prior to approval of any grading permits, the applicant shall have a qualified hazardous materials specialist examine the site to determine if there are any toxic or hazardous materials on-site which might pose a threat to human health. The examination shall include soil tests if deemed necessary by the consultant. A copy of the report, including recommended remediation or other clean-up measures, shall be provided to the Planning Division and the Public Works Department - Land Development Division by the consultant prior to any grading permits being issued. (Ord.)
 28. Prior to approval of any grading permits, plans for any security gate system shall be submitted to and approved by to the Planning Division.

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29. Prior to the issuance of grading permits, the site plan and grading plans shall show decorative hardscape (e.g. colored concrete, stamped concrete, pavers or as approved by the Planning Official) consistent and compatible with the design, color and materials of the proposed development for all driveway ingress/egress locations of the project. [apply to commercial and multi-family project, and major entry driveways for industrial]
30. Prior to issuance of grading permits, the developer shall submit wall /fence plans to the Planning Division for review and approval as follows:
- A. 3-foot high decorative wall, solid hedge or berm shall be placed in any setback areas between a public right of way and a parking lot for screening.
- B.. Any proposed retaining walls shall also be decorative in nature, while the combination of retaining and other walls on top shall not exceed the height requirement.
- C. Proposed screening walls for truck loading areas and required loading docks shall also include decorative walls with decorative treatments and dimensions, with a height up to fourteen (14) feet to fully screen trucks (industrial and some situations with commercial uses).
- D. The height, placement and design will be based on a site specific review of the project. All walls are subject to the approval of the Planning Official. (DC 9.08.070) [select those that apply]
31. Prior to the issuance of grading permits, a temporary project identification sign shall be erected on the site in a secure and visible manner. The sign shall be conspicuously posted at the site and remain in place until occupancy of the project . The sign shall include the following:
- a. The name (if applicable) and address of the development.
 - b. The developer's name, address, and a 24-hour emergency telephone number.
32. Prior to issuance of grading permits, the location of the trash enclosure shall be included on the plans.
33. Prior to approval of any grading permit, the tree plan shall be submitted to and approved by the Planning Division. The plan shall identify all mature trees (4 inch trunk diameter or larger) on the subject property and City right -of-way. Using the grading plan as a base, the plan shall indicate trees to be relocated, retained, and removed. Replacement trees shall be shown on the plan, be a minimum size of 24 inch box, and meet a ratio of three replacement trees for each mature tree removed

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or as approved by the Planning Official. (GP Objective 4.4, 4.5, DG)

Prior to Building Permit

34. Prior to issuance of any grading permit, all Conditions of Approval and Mitigation Measures shall be printed on the building plans.
35. Prior to the issuance of building permits, proposed covered trash enclosures shall be included in the Planning review of the Fence and Wall plan or separate Planning submittal. The trash enclosure(s), including the roof materials, shall be compatible with the architecture, color and materials of the building (s) design. Trash enclosure areas shall include landscaping on three sides. Approved design plans shall be included in a Building submittal (Fence and Wall or building design plans). (GP Objective 43.6, DG)
36. Prior to issuance of any building permits, final landscaping and irrigation plans shall be submitted for review and approved by the Planning Division. After the third plan check review for landscape plans, an additional plan check fee shall apply. The plans shall be prepared in accordance with the City's Landscape Requirements and shall include:
 - A. A three (3) foot high decorative wall, solid hedge or berm shall be placed in any setback areas between a public right of way and a parking lot for screening.
 - B. Finger and end planters with required step outs and curbing shall be provided every 12 parking stalls as well as at the terminus of each aisle.
 - C. Diamond planters shall be provided every 3 parking stalls.
 - D. Drought tolerant landscape shall be used. Sod shall be limited to gathering areas. (or No sod shall be installed)
 - E. Street trees shall be provided every 40 feet on center in the right of way.
 - F. On-site trees shall be planted at an equivalent of one (1) tree per thirty (30) linear feet of the perimeter of a parking lot and per thirty linear feet of a building dimension for the portions of the building visible from a parking lot or right of way. Trees may be massed for pleasing aesthetic effects.
 - G. Enhanced landscaping shall be provided at all driveway entries and street corner locations. The review of all utility boxes, transformers etc. shall be coordinated to provide adequate screening from public view.
 - H. Landscaping on three sides of any trash enclosure.

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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 (master plot plan). [only include items above that apply to the project]
37. Prior to issuance of building permits, the Planning Division shall review and approve the location and method of enclosure or screening of transformer cabinets, commercial gas meters and back flow preventers as shown on the final working drawings. Location and screening shall comply with the following criteria: transformer cabinets and commercial gas meters shall not be located within required setbacks and shall be screened from public view either by architectural treatment or landscaping; multiple electrical meters shall be fully enclosed and incorporated into the overall architectural design of the building (s); back-flow preventers shall be screened by landscaping. (GP Objective 43.30)
 38. Prior to issuance of a building permit, the developer/property owner or developer's successor-in-interest shall pay all applicable impact fees due at permit issuance, including but not limited to Multi-species Habitat Conservation Plan (MSHCP) mitigation fees. (Ord)
 39. Prior to building final, the developer/owner or developer's/owner's successor-in-interest shall pay all applicable impact fees, including but not limited to Transportation Uniform Mitigation fees (TUMF), and the City's adopted Development Impact Fees. (Ord)
 40. Prior to or at building plan check submittal, the elevation plans shall include decorative lighting sconces on all sides of the buildings of the complex facing a parking lot, courtyard or plaza, or public right of way or open space to provide up-lighting and shadowing on the structures. Include drawings of the sconce details for each building within the elevation plans, approved by the Planning Division prior to building permit issuance.
 41. Prior to issuance of building permits, screening details shall be addressed on the building plans for roof top equipment submitted for Planning Division review and approval through the building plan check process. All equipment shall be completely screened so as not to be visible from public view, and the screening shall be an integral part of the building.
 42. Prior to issuance of building permits, proposed covered trash enclosure (s) shall be included in the Planning review of the Fence and Wall plans. The trash enclosure (s), including the roof materials, shall be compatible with the architecture, color and materials of the building(s) design. Trash enclosure areas shall include landscaping on three sides unless located within the truck loading area. Approved design plans shall be included in a Building submittal (Fence and walls or building design plans). (GP Objective 43.6, DG)

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Prior to Building Final or Occupancy

43. Prior to building final, all required landscaping and irrigation shall be installed per plan, certified by the Landscape Architect and inspected by the Planning Division . (MC 9.03.040, MC 9.17).
44. Prior to building final, Planning approved/stamped landscape plans shall be provided to the Community Development Department – Planning Division on a CD disk.
45. Prior to building final, all required and proposed fences and walls shall be constructed according to the approved plans on file in the Planning Division. (MC 9.080.070).

COMMUNITY DEVELOPMENT DEPARTMENTBuilding Division

46. The proposed non-residential project shall comply with the latest Federal Law, Americans with Disabilities Act, and State Law, California Code of Regulations, Title 24, Chapter 11B for accessibility standards for the disabled including access to the site, exits, bathrooms, work spaces, etc.
47. Prior to submittal, all new development, including residential second units, are required to obtain a valid property address prior to permit application. Addresses can be obtained by contacting the Building Safety Division at 951.413.3350.
48. Contact the Building Safety Division for permit application submittal requirements.
49. Any construction within the city shall only be completed between the hour of seven a.m. to seven p.m. Monday through Friday, excluding holidays and from eight a.m. to four p.m. on Saturday, unless written approval is obtained from the city building official or city engineer (Municipal Code Section 8.14.040.E).
50. Building plans submitted shall be signed and sealed by a California licensed design professional as required by the State Business and Professions Code.
51. The proposed development is subject to the payment of applicable processing fees as required by the City's current Fee Ordinance at the time a building permit application is submitted or prior to the issuance of permits as determined by the City.
52. The proposed project will be subject to approval by the Eastern Municipal Water

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District and all applicable fees and charges shall be paid prior to permit issuance .
Contact the water district at 951.928.3777 for specific details.

53. All new structures shall be designed in conformance to the latest design standards adopted by the State of California in the California Building Code, (CBC) Part 2, Title 24, California Code of Regulations including requirements for allowable area, occupancy separations, fire suppression systems, accessibility, etc. The current code edition is the 2016 CBC.
54. The proposed non-residential project shall comply with 2016 California Green Building Standards Code, Section 5.106.5.3, mandatory requirements for Electric Vehicle Charging Station (EVCS).
55. The proposed project's occupancy shall be classified by the Building Official and must comply with exiting, occupancy separation(s) and minimum plumbing fixture requirements. Minimum plumbing fixtures shall be provided per the 2016 California Plumbing Code, Table 422.1. The occupant load and occupancy classification shall be determined in accordance with the California Building Code.
56. Prior to permit issuance, every applicant shall submit a properly completed Waste Management Plan (WMP), as a portion of the building or demolition permit process . (MC 8.80.030)

FIRE DEPARTMENT**Fire Prevention Bureau**

57. Prior to issuance of Certificate of Occupancy or Building Final, all commercial buildings shall display street numbers in a prominent location on the street side and rear access locations. The numerals shall be a minimum of twelve inches in height . (CFC 505.1, MVMC 8.36.060[I])
58. Prior to issuance of Certificate of Occupancy or Building Final, the applicant/developer shall install a fire sprinkler system based on square footage and type of construction, occupancy or use. Fire sprinkler plans shall be submitted to the Fire Prevention Bureau for approval prior to installation. (CFC Chapter 9, MVMC 8.36.100[D])
59. The Fire Department emergency vehicular access road shall be (all weather surface) capable of sustaining an imposed load of 80,000 lbs. GVW, based on street standards approved by the Public Works Director and the Fire Prevention Bureau. The approved fire access road shall be in place during the time of construction. Temporary fire access roads shall be approved by the Fire Prevention Bureau. (CFC 501.4, and MV City Standard Engineering Plan 108d)

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60. Prior to issuance of Building Permits, the applicant/developer shall provide the Fire Prevention Bureau with an approved site plan for Fire Lanes and signage. (CFC 501.3)
61. Prior to issuance of Certificate of Occupancy or Building Final, "Blue Reflective Markers" shall be installed to identify fire hydrant locations in accordance with City specifications. (CFC 509.1 and MVLT 440A-0 through MVLT 440C-0)
62. Final fire and life safety conditions will be addressed when the Fire Prevention Bureau reviews building plans. These conditions will be based on occupancy, use, California Building Code (CBC), California Fire Code (CFC), and related codes, which are in effect at the time of building plan submittal.
63. The Fire Code Official is authorized to enforce the fire safety during construction requirements of Chapter 33. (CFC Chapter 33 & CBC Chapter 33)
64. Fire lanes and fire apparatus access roads shall have an unobstructed width of not less than twenty-four (24) feet and an unobstructed vertical clearance of not less than thirteen (13) feet six (6) inches. (CFC 503.2.1 and MVMC 8.36.060[E])
65. Prior to issuance of a Certificate of Occupancy or Building Final, a "Knox Box Rapid Entry System" shall be provided. The Knox-Box shall be installed in an accessible location approved by the Fire Code Official. All exterior security emergency access gates shall be electronically operated and be provided with Knox key switches for access by emergency personnel. (CFC 506.1)
66. The minimum number of fire hydrants required, as well as the location and spacing of fire hydrants, shall comply with the C.F.C., MVMC, and NFPA 24. Fire hydrants shall be located no closer than 40 feet to a building. A fire hydrant shall be located within 50 feet of the fire department connection for buildings protected with a fire sprinkler system. The size and number of outlets required for the approved fire hydrants are (6" x 4" x 2 1/2" x 2 1/2") (CFC 507.5.1, 507.5.7, Appendix C, NFPA 24-7.2.3, MVMC 912.2.1)
67. Plans for private water mains supplying fire sprinkler systems and/or private fire hydrants shall be submitted to the Fire Prevention Bureau for approval. (CFC 105 and CFC 3312.1)
68. The Fire Prevention Bureau is required to set a minimum fire flow for the remodel or construction of all commercial buildings per CFC Appendix B and Table B 105.1. 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

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measures as approved by the Fire Prevention Bureau. Specific requirements for the project will be determined at time of submittal. (CFC 507.3, Appendix B)

69. Prior to issuance of Building Permits, the applicant/developer shall furnish one copy of the water system plans to the Fire Prevention Bureau for review. Plans shall: a. Be signed by a registered civil engineer or a certified fire protection engineer; b. Contain a Fire Prevention Bureau approval signature block; and c. Conform to hydrant type, location, spacing of new and existing hydrants and minimum fire flow required as determined by the Fire Prevention Bureau. The required water system, including fire hydrants, shall be installed, made serviceable, and be accepted by the Moreno Valley Fire Department prior to beginning construction. They shall be maintained accessible.

PUBLIC WORKS DEPARTMENT**Land Development**

70. Aggregate slurry, as defined in Section 203-5 of Standard Specifications for Public Works Construction, shall be required just prior to 90% security reduction or the end of the one-year warranty period of the public streets as approved by the City Engineer. If slurry is required, a slurry mix design shall be submitted for review and approved by the City Engineer. The latex additive shall be Ultra Pave 70 (for anionic) or Ultra Pave 65 K (for cationic) or an approved equal per the geotechnical report. The latex shall be added at the emulsion plant after weighing the asphalt and before the addition of mixing water. The latex shall be added at a rate of two to two-and-one-half (2 to 2½) parts to one-hundred (100) parts of emulsion by volume. Any existing striping shall be removed prior to slurry application and replaced per City standards.
71. The developer shall comply with all applicable City ordinances and resolutions including the City's Municipal Code (MC) and if subdividing land, the Government Code (GC) of the State of California, specifically Sections 66410 through 66499.58, said sections also referred to as the Subdivision Map Act (SMA). [MC 9.14.010]
72. The final approved conditions of approval (COAs) and any applicable Mitigation Measures issued by the Planning Division shall be photographically or electronically placed on mylar sheets and included in the Grading and Street Improvement plans.
73. The developer shall monitor, supervise and control all construction related activities, so as to prevent these activities from causing a public nuisance, including but not limited to, insuring strict adherence to the following:
- (a) Removal of dirt, debris, or other construction material deposited on any public street no later than the end of each working day.
 - (b) Observance of working hours as stipulated on permits issued by the Land

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Development Division.

(c) The construction site shall accommodate the parking of all motor vehicles used by persons working at or providing deliveries to the site.

(d) All dust control measures per South Coast Air Quality Management District (SCAQMD) requirements during the grading operations.

Violation of any condition, restriction or prohibition set forth in these conditions shall subject the owner, applicant, developer or contractor (s) to remedy as noted in City Municipal Code 8.14.090. In addition, the City Engineer or Building Official may suspend all construction related activities for violation of any condition, restriction or prohibition set forth in these conditions until such time as it has been determined that all operations and activities are in conformance with these conditions.

74. Drainage facilities (e.g., catch basins, water quality basins, etc.) with sump conditions shall be designed to convey the tributary 100-year storm flows. Secondary emergency escape shall also be provided.
75. In the event right of way or offsite easements are required to construct offsite improvements necessary for the orderly development of the surrounding area to meet the public health and safety needs, the developer shall make a good faith effort to acquire the needed right of way in accordance with the Land Development Division's administrative policy. If unsuccessful, the Developer shall enter into an agreement with the City to acquire the necessary right of way or offsite easements and complete the improvements at such time the City acquires the right of way or offsite easements which will permit the improvements to be made. If such agreement is needed, then the agreement shall be approved prior to encroachment permit issuance.
- 75 A. A reimbursement agreement may be entered into providing that the developer be reimbursed for the cost of the construction of offsite street improvements, including an amount attributable to interest, in excess of the construction required for the developer's project. The reimbursement agreement shall provide that the City will, prior to the issuance of the first building permit for any structure sited on a property benefiting from the developer's offsite street improvements, collect applicable reimbursement fees for that property. If a reimbursement agreement is entered into, the developer shall pay for the cost of a City study, to be approved by the City Engineer. This study shall identify those offsite street improvements subject to reimbursement and identify those properties affected and benefiting from said improvements constructed by developer. The study shall also identify the associated apportionment of the benefits.
76. If improvements associated with this project are not initiated within two (2) years of the date of approval of the Public Improvement Agreement (PIA), the City Engineer may require that the engineer's estimate for improvements associated with the project be modified to reflect current City construction costs in effect at the time of request for an extension of time for the PIA or issuance of a permit. [MC 9.14.210(B)(C)]
77. All Conditions of Approval from previously approved PA07-0090, as they pertain to Redlands Boulevard and Eucalyptus Avenue, shall continue to apply unless otherwise indicated herein.

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78. The developer shall protect downstream properties from damage caused by alteration of drainage patterns (i.e. concentration or diversion of flow, etc). Protection shall be provided by constructing adequate drainage facilities, including, but not limited to, modifying existing facilities or by securing a drainage easement. [MC 9.14.110]
79. Public drainage easements, when required, shall be a minimum of 25 feet wide and shall be shown on the map and plan, and noted as follows: "Drainage Easement – no structures, obstructions, or encroachments by land fills are allowed." In addition, the grade within the easement area shall not exceed a 3:1 (H:V) slope, unless approved by the City Engineer.
80. The maintenance responsibility of the proposed storm drain line shall be clearly identified. Storm drain lines within private property will be privately maintained and those within public streets will be publicly maintained.
81. The proposed private storm drain system shall connect to the existing public storm drain per the final drainage study. A storm drain manhole shall be placed at the right-of-way line to mark the beginning of the publicly maintained portion of this storm drain.
82. This project shall submit civil engineering design plans, reports and /or documents (prepared by a registered/licensed civil engineer) for review and approval by the City Engineer per the current submittal requirements, prior to the indicated threshold or as required by the City Engineer. The submittal consists of, but is not limited to, the following:
 - a. Rough grading with erosion control plan (prior to grading permit issuance);
 - b. Precise grading with erosion control plan (prior to grading permit issuance);
 - c. Street/storm drain plan with striping, RCFC & WCD storm drain, sewer/water, etc. (prior to encroachment permit issuance);
 - d. Final drainage study (prior to grading plan approval);
 - e. Final WQMP (prior to grading plan approval);
 - f. Easements, dedications, and lot line adjustments (prior to building permit issuance);
 - g. As-Built revision for all plans (prior to Occupancy release).

Prior to Grading Plan Approval

83. Resolution of all drainage issues shall be as approved by the City Engineer.
84. A final detailed drainage study (prepared by a registered/licensed civil engineer) shall be submitted for review and approved by the City Engineer. The study shall include, but not be limited to: existing and proposed hydrologic conditions as well as hydraulic calculations for all drainage control devices and storm drain lines. The study shall analyze 1, 3, 6 and 24-hour duration events for the 2, 5, 10 and 100-year storm events [MC 9.14.110(A.1)]. A digital (pdf) copy of the approved drainage study shall be submitted to the Land Development Division.

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85. Emergency overflow areas shall be shown at all applicable drainage improvement locations in the event that the drainage improvement fails or exceeds full capacity.
86. A final, project-specific water quality management plan (F-WQMP). The F-WQMP shall be consistent with the approved P-WQMP, as well as in full conformance with the document; "Water Quality Management Plan - A Guidance Document for the Santa Ana Region of Riverside County" dated October 22, 2012. The F-WQMP shall be submitted and approved prior to application for and issuance of grading permits. At a minimum, the F-WQMP shall include the following: Site Design BMPs; Source Control BMPs, Treatment Control BMPs, Operation and Maintenance requirements for BMPs and sources of funding for BMP implementation.
- (a) The Applicant has proposed to incorporate the use of bioretention basins and vegetated swales. Final design and sizing details of all BMPs must be provided in the first submittal of the F-WQMP. The Applicant acknowledges that more area than currently shown on the plans may be required to treat site runoff as required by the WQMP guidance document.
- (b) The Applicant shall substantiate the applicable Hydrologic Condition of Concerns (HCOC) in Section F of the F-WQMP.
- (c) All proposed LID BMP's shall be designed in accordance with the RCFC&WCD's Design Handbook for Low Impact Development Best Management Practices, dated September 2011.
- (d) The proposed LID BMP's as identified in the project-specific P-WQMP shall be incorporated into the Final WQMP.
- (e) The NPDES notes per City Standard Drawing No. MVFE-350-0 shall be included in the grading plans.
- (f) Post-construction treatment control BMPs, once placed into operation for post-construction water quality control, shall not be used to treat runoff from construction sites or unstabilized areas of the site.
- (g) Prior to precise grading plan approval, the grading plan shall show any proposed trash enclosure to include a cover (roof) and sufficient size for dual bin; one bin for trash and one bin for recyclables. The architecture shall be approved by the Planning Division and any structural approvals shall be made by the Building and Safety Division.
87. The developer shall ensure compliance with the City Grading ordinance, these Conditions of Approval and the following criteria:
- a. The project street and lot grading shall be designed in a manner that perpetuates the existing natural drainage patterns with respect to tributary drainage area and outlet points. Unless otherwise approved by the City Engineer, lot lines shall be located at the top of slopes.
- b. Any grading that creates cut or fill slopes adjacent to the street shall provide erosion control, sight distance control, and slope easements as approved by the City Engineer.
- c. All improvement plans are substantially complete and appropriate clearance letters are provided to the City.
- d. A soils/geotechnical report (addressing the soil's stability and geological

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- conditions of the site) shall be submitted to the Land Development Division for review. A digital (pdf) copy of the soils/geotechnical report shall be submitted to the Land Development Division.
88. Grading plans (prepared by a registered/licensed civil engineer) shall be submitted for review and approved by the City Engineer per the current submittal requirements.
 89. The developer shall select Low Impact Development (LID) Best Management Practices (BMPs) designed per the latest version of the Water Quality Management Plan (WQMP) - a guidance document for the Santa Ana region of Riverside County.
 90. The developer shall submit recorded slope easements from adjacent property owners in all areas where grading resulting in slopes is proposed to take place outside of the project boundaries. For all other offsite grading, written permission from adjacent property owners shall be submitted.
 91. The developer shall pay all remaining plan check fees.
 92. A Storm Water Pollution Prevention Plan (SWPPP) shall be prepared in conformance with the State's current Construction Activities Storm Water General Permit. A copy of the current SWPPP shall be kept at the project site and be available for review upon request.
 93. Any proposed trash enclosure(s) shall be dual bin (1 for trash and 1 for recyclables) [MC 9.03.040 (G)]. The enclosure shall have a solid roof and appropriate drainage collection for water quality purposes. The architecture shall be approved by the Planning Division and any structural approvals shall be made by the Building & Safety Division.
 94. For projects that will result in discharges of storm water associated with construction with a soil disturbance of one or more acres of land, the developer shall submit a Notice of Intent (NOI) and obtain a Waste Discharger's Identification number (WDID#) from the State Water Quality Control Board (SWQCB) which shall be noted on the grading plans.
 95. Landscape & Irrigation plans (prepared by a registered/licensed civil engineer) for water quality BMPs shall be submitted for review and approved by the City Engineer per the current submittal requirements, if applicable.

Prior to Grading Permit

96. A receipt showing payment of the Area Drainage Plan (ADP) fee to Riverside County Flood Control and Water Conservation District shall be submitted. [MC

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9.14.100(O)]

97. If the developer chooses to construct the project in phases, a Construction Phasing Plan for the construction of on-site public or private improvements shall be submitted for review and approved by the City Engineer.
98. Prior to the payment of the Development Impact Fee (DIF), the developer may enter into a DIF Improvement Credit Agreement to secure credit for the construction of applicable improvements. If the developer fails to complete this agreement prior to the timing specified above, credits may not be given. The developer shall pay current DIF fees adopted by the City Council. [Ord. 695 § 1.1 (part), 2005] [MC 3.38.030, 040, 050]
99. A digital (pdf) copy of all approved grading plans shall be submitted to the Land Development Division.
100. Security, in the form of a cash deposit (preferable), or letter of credit shall be submitted as a guarantee of the implementation and maintenance of erosion control measures. At least twenty-five (25) percent of the required security shall be in the form of a cash deposit with the City. [MC 8.21.160(H)]
101. Security, in the form of a cash deposit (preferable), or letter of credit shall be submitted as a guarantee of the completion of the grading operations for the project. [MC 8.21.070]
102. The developer shall pay all applicable inspection fees.
103. Prior to the payment of the Transportation Uniform Mitigation Fee (TUMF), the developer may enter into a TUMF Improvement Credit Agreement to secure credit for the construction of applicable improvements. If the developer fails to complete this agreement by the timing specified above, credits may not be given. The developer shall pay current TUMF fees adopted by the City Council. [Ord. 835 § 2.1, 2012] [MC 3.44.060]

Prior to Improvement Plan Approval

104. All dry and wet utilities shall be shown on the plans and any crossings shall be potholed to determine actual location and elevation. Any conflicts shall be identified and addressed on the plans. The pothole survey data shall be submitted to Land Development with the public improvement plans for reference purposes only. The developer is responsible to coordinate with all affected utility companies and bear all costs of any utility relocation.
105. The developer is required to bring any existing access ramps adjacent to and

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- fronting the project to current ADA (Americans with Disabilities Act) requirements. However, when work is required in an intersection that involves or impacts existing access ramps, all access ramps in that intersection shall be retrofitted to comply with current ADA requirements, unless otherwise approved by the City Engineer.
106. The developer shall submit clearances from all applicable agencies, and pay all applicable plan check fees.
 107. The street improvement plans shall comply with current City policies, plans, and applicable City standards (i.e. MVS1-160 series, etc.) throughout this project.
 108. The design plan and profile shall be based upon a centerline, extending beyond the project boundaries a minimum distance of 300 feet at a grade and alignment approved by the City Engineer.
 109. Drainage facilities (i.e. catch basins, etc.) with sump conditions shall be designed to convey the tributary 100-year storm flows. Secondary emergency escape shall also be provided.
 110. The hydrology study shall be designed to accept and properly convey all off-site drainage flowing onto or through the site. In the event that the City Engineer permits the use of streets for drainage purposes, the provisions of current City standards shall apply. Should the quantities exceed the street capacity or the use of streets be prohibited for drainage purposes, as in the case where one travel lane in each direction shall not be used for drainage conveyance for emergency vehicle access on streets classified as minor arterials and greater, the developer shall provide adequate facilities as approved by the City Engineer. [MC 9.14.110 A.2]
 111. All public improvement plans (prepared by a licensed/registered civil engineer) shall be submitted for review and approved by the City Engineer per the current submittal requirements.
 112. Any missing or deficient existing improvements along the project frontage shall be constructed or secured for construction. The City Engineer may require the ultimate structural section for pavement to half-street width plus 18 feet or provide core test results confirming that existing pavement section is per current City Standards; additional signing & striping to accommodate increased traffic imposed by the development, etc.
 113. For non-subdivision projects, all street dedications shall be free of encumbrances, irrevocably offered to the public and shall continue in force until the City accepts or abandons such offers, unless otherwise approved by the City Engineer.
 114. The plans shall indicate any restrictions on trench repair pavement cuts to reflect the City's moratorium on disturbing newly-constructed pavement less than three (3)

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years old and recently slurry sealed streets less than one (1) year old. Pavement cuts for trench repairs may be allowed for emergency repairs or as specifically approved by the City Engineer.

Prior to Encroachment Permit

115. A digital (pdf) copy of all approved improvement plans shall be submitted to the Land Development Division.
116. All applicable inspection fees shall be paid.
117. For non-subdivision projects, execution of a Public Improvement Agreement (PIA) and/or security (in the form of a cash deposit or other approved means) may be required as determined by the City Engineer. [MC 9.14.220]
118. Any work performed within public right-of-way requires an encroachment permit.

Prior to Building Permit

119. An engineered-fill certification, rough grade certification, and compaction report shall be submitted for review and approved by the City Engineer. A digital (pdf) copy of the approved compaction report shall be submitted to the Land Development Division. All pads shall meet pad elevations per approved grading plans as noted by the setting of "blue-top" markers installed by a registered land surveyor or licensed civil engineer.
120. For non-subdivision projects, the developer shall enter into a Cooperative Agreement with the City and Riverside County Flood Control and Water Conservation District establishing the terms and conditions covering the inspection, operation and maintenance of Master Drainage Plan facilities required to be constructed as part of the project.
121. For non-subdivision projects, the developer shall guarantee the completion of all this related public improvements required for project by executing a Public and Improvement Agreement (PIA) with the City posting the required security. [MC 9.14.220]
122. For non-subdivision projects, the developer shall comply with the requirements of the City Engineer based on recommendations of the Riverside County Flood Control District regarding the construction of County Master Plan Facilities.
123. For Commercial/Industrial projects, the owner may have to secure coverage under the State's General Industrial Activities Storm Water Permit as issued by the State Water Resources Control Board.

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124. For non-subdivision projects, all street dedications shall be free of encumbrances, irrevocably offered to the public and shall continue in force until the City accepts or abandons such offers, unless otherwise approved by the City Engineer.
125. A walk-through with a Land Development Inspector shall be scheduled to inspect existing improvements within public right of way along project frontage. Any missing, damaged, or substandard improvements including ADA access ramps that do not meet current City standards shall be required to be installed, replaced, and/or repaired. The applicant shall post security to cover the cost of the repairs and complete the repairs within the time allowed in the public improvement agreement used to secure the improvements.
126. Certification to the line, grade, flow test, and system invert elevations for the water quality control BMPs shall be submitted for review and approved by the City Engineer.

Prior to Occupancy

127. All outstanding fees shall be paid.
128. All required as-built plans (prepared by a registered/licensed civil engineer) shall be submitted for review and approved by the City Engineer per the current submittal requirements.
129. The final/precise grade certification shall be submitted for review and approved by the City Engineer.
130. For commercial, industrial and multi-family projects, in compliance with Proposition 218, the developer shall agree to approve the City of Moreno Valley NPDES Regulatory Rate Schedule that is in place at the time of certificate of occupancy issuance. Under the current permit for storm water activities required as part of the National Pollutant Discharge Elimination System (NPDES) as mandated by the Federal Clean Water Act, this project is subject to the following requirements:
 - a. Select one of the following options to meet the financial responsibility to provide storm water utilities services for the required continuous operation, maintenance, monitoring system evaluations and enhancements, remediation and/or replacement, all in accordance with Resolution No. 2002-46.
 - i. Participate in the mail ballot proceeding in compliance with Proposition 218, for the Common Interest, Commercial, Industrial and Quasi-Public Use NPDES Regulatory Rate Schedule and pay all associated costs with the ballot process; or
 - ii. Establish an endowment to cover future City costs as specified in the Common Interest, Commercial, Industrial and Quasi-Public Use NPDES Regulatory

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Rate Schedule.

b. Notify the Special Districts Division of the intent to request building permits 90 days prior to their issuance and the financial option selected. The financial option selected shall be in place prior to the issuance of certificate of occupancy . [California Government Code & Municipal Code]

131. The developer shall complete all public improvements in conformance with current City standards, except as noted in the Special Conditions, including but not limited to the following:
- a. Street improvements including, but not limited to: pavement, base, curb and/or gutter, cross gutters, spandrel, sidewalks, drive approaches, pedestrian ramps, street lights (MVU: SL-2 / SCE: LS-2), signing, striping, under sidewalk drains, landscaping and irrigation, medians, pavement tapers/transitions and traffic control devices as appropriate.
 - b. Storm drain facilities including, but not limited to: storm drain pipe, storm drain laterals, open channels, catch basins and local depressions.
 - c. City-owned utilities.
 - d. Sewer and water systems including, but not limited to: sanitary sewer, potable water and recycled water.
 - e. Undergrounding of all existing and proposed utilities adjacent to and on -site. [MC 9.14.130]
 - f. Relocation of overhead electrical utility lines including, but not limited to : electrical, cable and telephone.
132. For commercial, industrial and multi-family projects, a “Stormwater Treatment Device and Control Measure Access and Maintenance Covenant” shall be recorded to provide public notice of the maintenance requirements to be implemented per the approved final project-specific WQMP. A boilerplate copy of the “Stormwater Treatment Device and Control Measure Access and Maintenance Covenant” can be obtained by contacting the Land Development Division.
133. The applicant shall ensure the following, pursuant to Section XII. I. of the 2010 NPDES Permit:
- a. Field verification that structural Site Design, Source Control and Treatment Control BMPs are designed, constructed and functional in accordance with the approved Final Water Quality Management Plan (WQMP).
 - b. Certification of best management practices (BMPs) from a state licensed civil engineer. An original WQMP BMP Certification shall be submitted for review and approved by the City Engineer.
134. The Developer shall comply with the following water quality related items:
- a. Notify the Land Development Division prior to construction and installation of all structural BMPs so that an inspection can be performed.
 - b. Demonstrate that all structural BMPs described in the approved final

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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 Conditions

135. Prior to grading plan approval, Redlands Boulevard pavement core samples of existing pavement may be taken and findings submitted to the City for review and consideration of pavement improvements. The City will determine the adequacy of the existing pavement structural section. If the existing pavement structural section is found to be adequate, the developer may still be required to perform a one -tenth inch grind and overlay or slurry seal, depending on the severity of existing pavement cracking, as required by the City Engineer. If the existing pavement section is found to be inadequate, the Developer shall replace the pavement to meet or exceed the City's pavement structural section standard.
136. Prior to grading plan approval, for non-subdivision projects, a copy of the Covenants, Conditions and Restrictions (CC&Rs) shall be submitted for review by the City Engineer. The CC&Rs shall include, but not be limited to, access easements, reciprocal access, private and/or public utility easements as may be relevant to the project.
137. Prior to occupancy, for commercial, industrial and multi-family projects, a Declaration of Restrictive Covenants shall be recorded for the maintenance requirements to be implemented within the public right of way and open space / multi-use trail / sidewalk / landscape easement areas per the approved final project-specific WQMP. A boilerplate copy of the Declaration of Restrictive Covenants can be obtained by contacting the Land Development Division.
138. The full 110 foot right of way dedication for Eucalyptus Avenue and 37 foot wide easement area occurred per PA07-0090. The 37 foot wide easement area consists of a 6 foot wide curb separated sidewalk adjacent to a 12 foot wide parkway landscape area (within the public right of way), 4 foot wide landscape area adjacent to the sidewalk, 10 foot wide multi-use trail adjacent to the 4 foot wide landscape area, and 17 foot wide landscape area adjacent to the multi-use trail. Prior to occupancy, Eucalyptus Avenue (110' R/W / 86' C-C: 4 Lane Divided Arterial, City Standard No. MVSI-103A-0), modified to accommodate enhanced 12 foot wide landscape areas within the street parkway, shall be constructed as

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follows:

- a. Street improvements to achieve a 43 foot half-width, including the full-width median, plus an additional 18 feet of pavement and 16 feet to accommodate BMPs south of the street median curb along the project frontage. Improvements shall consist of, but not be limited to, pavement, base, redwood header, raised landscape median, curb, gutter, sidewalk, driveway approaches, drainage structures, BMPs, any necessary offsite improvement transition/joins to existing, streetlights, pedestrian ramps, removal/relocation and/or undergrounding of any power poles with overhead utility lines less than 115,000 volts, and dry and wet utilities, including sewer and water main line construction, reclaimed water line construction, and electrical utility lines.
139. Redlands Boulevard improvements shall be coordinated with the City's Capital Project Redlands Boulevard/SR-60 Interchange Project. The project design shall accommodate the future ultimate improvements on Redlands Boulevard (131' RW / 107' CC Modified: 4 Lane Divided Arterial, City Standard No. MVS1-103A-0). The 14 foot right of way dedication for Redlands Boulevard (to achieve a 74 foot half-width) and 18 foot wide bike trail and pedestrian access easement occurred per PA07-0090. The 18 foot wide easement area is for a 2 foot wide portion of sidewalk located outside of the proposed sidewalk, a 4 foot wide landscaped area behind sidewalk, a 10 foot wide bike trail behind the 4 foot wide landscaped area, and a 2 foot wide flat landscape area. Redlands Boulevard interim improvements shall be at the discretion of the City Engineer and shall be constructed prior to occupancy as follows:
- a. Street improvements to achieve a 38 foot half-width, plus an additional 18 feet west of centerline, curb, gutter, 12 foot wide landscape, 6 foot wide sidewalk, 4 foot wide buffer, and 10 foot wide multi-use trail along the project frontage. Curb, gutter, and sidewalk shall be constructed along the west side of Redlands Boulevard. Improvements shall consist of, but not be limited to, pavement, base, curb, gutter, sidewalk, drainage structures, BMPs, any necessary offsite improvement transition/joins to existing, streetlights, pedestrian ramps, removal/relocation and/or undergrounding of any power poles with overhead utility lines less than 115,000 volts, and dry and wet utilities, including sewer and water main line construction, reclaimed water line construction, and electrical utility lines. Prior to rough grading plan approval, the developer shall provide to the City Engineer the results of coring tests confirming that said existing pavement section has been constructed per City Standard No. MVS1-103A-0.
140. Prior to grading plan approval, the developer shall dedicate the following right of way to accommodate the required improvements:
- a. For the standard intersection alternative, corner cutback right of way dedication per City Standard No. MSVI-165-0 at the intersection of Redlands Boulevard and Eucalyptus Avenue necessary to construct the improvements.
- b. For the roundabout intersection alternative, corner cutback right of way

CONDITIONS OF APPROVAL

Plot Plan (PEN18-0254)

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dedication at the intersection of Redlands Boulevard and Eucalyptus Avenue necessary to construct the improvements.

c. For the standard commercial driveway, right of way dedication per MVSI -112 -C.

d. For the roundabout commercial driveway, right of way dedication necessary to construct the improvements.

141. Prior to building permit issuance, this project shall submit for review and approval, and record, a lot line adjustment for the intention of adjusting the common lot lines between Parcel 2 and Parcel 3 on Parcel Map No. 35629.

Special Districts Division

142. The Developer, or the Developer's successors or assignees shall be responsible for all parkway and/or median landscape maintenance for a period of one (1) year commencing from the time all items of work have been completed to the satisfaction of Special Districts staff as per the City of Moreno Valley Public Works Department Landscape Design Guidelines, or until such time as the District accepts maintenance responsibilities.
143. Parkway, median, slope and/or open space landscape areas maintained as part of the City of Moreno Valley Community Facilities District 2014-01 shall be required to have independent utility systems, including but not limited to water, electric, and telephone services. An independent irrigation controller and pedestal will also be required. Combining utility systems with existing or future landscape areas not associated with the City of Moreno Valley Community Facilities District (CFD) landscaping will not be permitted.
144. Inspection fees for the monitoring of landscape installation associated with the City of Moreno Valley maintained parkways/medians are due prior to the required pre-construction meeting. (MC 3.32.040)
145. Plans for parkway, median, slope, and/or open space landscape areas designated in the project's Conditions of Approval for incorporation into a City Coordinated landscape maintenance program, shall be prepared and submitted in accordance with the City of Moreno Valley Public Works Department Landscape Design Guidelines. The guidelines are available on the City's website at www.moval.org/sd or from the Special Districts Division (951.413.3480 or specialdistricts@moval.org).
146. The ongoing maintenance of any landscaping required to be installed behind the curb shall be the responsibility of the property owner.
147. Any damage to existing landscape areas maintained by the City of Moreno Valley

CONDITIONS OF APPROVAL

Plot Plan (PEN18-0254)

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due to project construction shall be repaired/replaced by the Developer, or Developer's successors in interest, at no cost to the City of Moreno Valley.

148. Street Light Authorization forms for all street lights that are conditioned to be installed as part of this project must be submitted to the Special Districts Division for approval, prior to street light installation. The Street Light Authorization form can be obtained from the utility company providing electric service to the project, either Moreno Valley Utility or Southern California Edison. For questions, contact the Special Districts Division at 951.413.3480 or specialdistricts@moval.org.
149. The parcel(s) associated with this project have been incorporated into the Moreno Valley Community Services District Zone A (Parks & Community Services) and Zone C (Arterial Street Lighting). All assessable parcels therein shall be subject to annual parcel taxes for Zone A and Zone C for operations and capital improvements.
150. Plan check fees for review of parkway/median landscape plans for improvements that shall be maintained by the City of Moreno Valley are due upon the first plan submittal. (MC 3.32.040)

Prior to Building Permit

151. Prior to the issuance of the first building permit for this project, the Developer shall pay Advanced Energy fees for all applicable Residential and Arterial Street Lights required for this development. Payment shall be made to the City of Moreno Valley and collected by the Land Development Division. Fees are based upon the Advanced Energy fee rate in place at the time of payment, as set forth in the current Listing of City Fees, Charges, and Rates adopted by City Council. The Developer shall provide a copy of the receipt to the Special Districts Division (specialdistricts@moval.org). Any change in the project which may increase the number of street lights to be installed will require payment of additional Advanced Energy fees at the then current fee. Questions may be directed to the Special Districts Division at 951.413.3480 or specialdistricts@moval.org.
152. This project has been identified to potentially be included in the formation of a Map Act Area of Benefit Special District for the construction of major thoroughfares and/or freeway improvements. The property owner(s) shall participate in such District and pay any special tax, assessment, or fee levied upon the project property for such District. At the time of the public hearing to consider formation of the district, the property owner(s) will not protest the formation, but will retain the right to object any eventual assessment that is not equitable should the financial burden of the assessment not be reasonably proportionate to the benefit the affected property obtains from the improvements to be installed. The Developer must notify the Special Districts Division at 951.413.3480 or at specialdistricts@moval.org of its

CONDITIONS OF APPROVAL

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selected financial option when submitting an application for the first building permit to determine whether the development will be subjected to this condition. If subject to the condition, the special election requires a 90 day process in compliance with the provisions of Article 13C of the California Constitution. (Street & Highway Code, GP Objective 2.14.2, MC 9.14.100).

153. This project is conditioned for a proposed district to provide a funding source for the operation and maintenance of public improvements and /or services associated with new development in that territory. The Developer shall satisfy this condition with one of the options outlined below.

a. Participate in a special election for maintenance/services and pay all associated costs of the election process and formation, if any. Financing may be structured through a Community Facilities District, Landscape and Lighting Maintenance District, or other financing structure as determined by the City; or

b. Establish an endowment fund to cover the future maintenance and /or service costs.

The Developer must notify the Special Districts Division at 951.413.3480 or at specialdistricts@moval.org when submitting the application for building permit issuance. If the first building permit is pulled prior to formation of the district, this condition will not apply. If the district has been or is in the process of being formed the Developer must inform the Special Districts Division of its selected financing option (a. or b. above). The option for participating in a special election requires 90 days to complete the special election process. This allows adequate time to be in compliance with the provisions of Article 13C of the California Constitution.

The financial option selected shall be in place prior to the issuance of the first certificate of occupancy for the project.

154. This project is conditioned to provide a funding source for the following special financing program(s):

a. Street Lighting Services for capital improvements, energy charges, and maintenance.

b. Landscape Maintenance Services for parkway, open space, and /or median landscaping on_____.

The Developer's responsibility is to provide a funding source for the capital improvements and the continued maintenance. The Developer shall satisfy this condition with one of the options below.

CONDITIONS OF APPROVAL

Plot Plan (PEN18-0254)

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i. Participate in a special election (mail ballot proceeding) and pay all associated costs of the special election and formation, if any. Financing may be structured through a Community Services District zone, Community Facilities District, Landscape and Lighting Maintenance District, or other financing structure as determined by the City; or

ii. Establish a Property Owner's Association (POA) or Home Owner's Association (HOA) which will be responsible for any and all operation and maintenance costs

The Developer must notify the Special Districts Division at 951.413.3480 or at specialdistricts@moval.org of its selected financial option when submitting the application for building permit issuance. The option for participating in a special election requires approximately 90 days to complete the special election process. This allows adequate time to be in compliance with the provisions of Article 13C of the California Constitution.

The financial option selected shall be in place prior to the issuance of the first certificate of occupancy for the project and prior to acceptance of any improvements.

155. Commercial (BP) If Land Development, a Division of the Public Works Department, requires this project to supply a funding source necessary to provide for, but not limited to, stormwater utilities services for the continuous operation, remediation and/or replacement, monitoring, systems evaluations and enhancement of on-site facilities and performing annual inspections of the affected areas to ensure compliance with state mandated stormwater regulations, a funding source needs to be established. The Developer must notify the Special Districts Division at 951.413.3480 or at specialdistricts@moval.org of its selected financial option for the National Pollution Discharge Elimination System (NPDES) program when submitting the application for the first building permit issuance (see Land Development's related condition). Participating in a special election the process requires a 90 day period prior to the City's issuance of a building permit. This allows adequate time to be in compliance with the provisions of Article 13D of the California Constitution. (California Health and Safety Code Sections 5473 through 5473.8 (Ord. 708 Section 3.1, 2006) & City of Moreno Valley Municipal Code Title 3, Section 3.50.050.)
156. For those areas to be maintained by the City and prior to the issuance of the first Building Permit, Planning Division (Community Development Department), Special Districts Division (the Public Works Department) and Transportation Division (the Public Works Department) shall review and approve the final median, parkway, slope, and/or open space landscape/irrigation plans as designated on the tentative map or in these Conditions of Approval prior to the issuance of the first Building Permit.

CONDITIONS OF APPROVAL

Plot Plan (PEN18-0254)

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157. This project has been identified to be included in the formation of a Community Facilities District (Mello-Roos) for Public Safety services, including but not limited to Police, Fire Protection, Paramedic Services, Park Rangers, and Animal Control services. The property owner(s) shall not protest the formation; however, they retain the right to object to the rate and method of maximum special tax. In compliance with Proposition 218, the property owner shall agree to approve the mail ballot proceeding (special election) for either formation of the CFD or annexation into an existing district. The Developer must notify the Special Districts Division at 951.413.3480 or at specialdistricts@moval.org when submitting the application for building permit issuance to determine the requirement for participation. If the first building permit is pulled prior to formation of the district, this condition will not apply. If the condition applies, the special election will require a minimum of 90 days prior to issuance of the first building permit. This allows adequate time to be in compliance with the provisions of Article 13C of the California Constitution. (California Government Code Section 53313 et. seq.)

Prior to Building Final or Occupancy

158. Parkway, open space, and/or median landscaping specified in the project's Conditions of Approval shall be constructed in compliance with the approved landscape plans and completed prior to the issuance of the first Certificate of Occupancy/Building Final for this project.
159. Landscape and irrigation plans for parkway, median, slope, and/or open space landscape areas designated to be maintained by the City shall be placed on compact disk (CD) in pdf format. The CD shall include "As Built" plans, revisions, and changes. The CD will become the property of the City of Moreno Valley and the Moreno Valley Community Services District.

Transportation Engineering Division

160. Conditions of approval may be modified and/or added if the project is altered from any approved plans.
161. Project driveways shall conform to City of Moreno Valley Standard No. MVS1-112C-0 for Commercial Driveway Approaches.
162. All proposed on-site traffic signing and striping shall be accordance with the latest California Manual on Uniform Traffic Control Devices (CAMUTCD).
163. Communication conduit shall be required along the project street frontages per City Standard Plan No. MVS1-186-0.

CONDITIONS OF APPROVAL

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164. The developer is responsible for obtaining a Caltrans encroachment permit prior to performing any work within Caltrans right-of-way.
165. Any gated entrance shall be provided with the following:
- A storage lane with sufficient queuing length for entering commercial trucks.
 - Signing and striping in front of the gate.
 - A separate pedestrian entry.
166. Prior to final approval of the landscape plans and construction plans for any type of fencing or monument sign, the project plans shall demonstrate that sight distance at the project driveways conforms to City Standard Plan No. MVSI-164A-0 through MVSI-164C-0. Trees, plants, shrubs, fencing, or monument signing shall not be located in an area that obstructs the drivers' line-of-sight.
167. Prior to the final approval of the street improvement plans, a signing and striping plan shall be prepared per City of Moreno Valley Standard Plans - Section 4 for all streets along the project frontages. Signing and striping plans shall be prepared per the latest edition of the California Manual on Uniform Traffic Control Devices (CAMUTCD) and current City of Moreno Valley Standard Plans by a qualified registered civil or traffic engineer.
168. Prior to the final approval of the street improvement plans, a traffic signal modification plan shall be prepared for the existing traffic signal at Redlands Boulevard and SR-60 eastbound freeway ramps. Traffic signal modification plan shall be prepared per the latest edition of the California Manual on Uniform Traffic Control Devices (CAMUTCD) and current City of Moreno Valley Standard Plans by a qualified registered Civil Engineer and be submitted to California Department of Transportation (Caltrans) District 8 office for their review and approval.
169. Prior to the final approval of the street improvement plans, an alignment study shall be prepared by an established roundabout design consultant to determine the required lane widths, intersection geometry, and public right -of-way dedications on Redlands Boulevard and Eucalyptus Avenue for the project roundabouts at Redlands Boulevard/Eucalyptus Avenue intersection and Eucalyptus Avenue/Project East Driveway intersection.
170. Prior to the final approval of the street improvement plans, construction plans shall be prepared for the roundabouts at Redlands Boulevard/Eucalyptus Avenue intersection and Eucalyptus Avenue/Project East Driveway intersection, in accordance with the approved alignment study. It is the responsibility of the developer to obtain any necessary right of way to complete the planned improvements.
171. The final street improvement plans shall include the construction of a raised median

CONDITIONS OF APPROVAL

Plot Plan (PEN18-0254)

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on Eucalyptus Avenue along the project frontage, in accordance with the approved alignment study.

172. The final street improvement plans shall include a bus turnout, designed per the latest City of Moreno Valley Standard Plans, for the north side of Eucalyptus Avenue, between the project east driveway and west driveway.
173. Prior to issuance of an encroachment permit for work within the public right -of-way, construction traffic control plans prepared by a qualified, registered Civil or Traffic Engineer shall be required for plan approval by the City Engineer.

Prior to Building Final or Occupancy

174. Prior to issuance of Certificate of Occupancy, all required modification work for the existing traffic signal at the intersection of Redlands Boulevard and SR -60 eastbound freeway ramps shall be completed and fully operational per the approved plans to the satisfaction of the City Engineer and Caltrans.
175. Prior to issuance of Certificate of Occupancy, all signing and striping shall be installed per current City Standards and the approved plans.
176. Prior to issuance of Certificate of Occupancy, the project roundabouts, or other traffic control measures as approved by the City Engineer at Redlands Boulevard/Eucalyptus Avenue intersection and Eucalyptus Avenue/Project East Driveway intersection shall be constructed and fully operational per the approved plans to the satisfaction of the City Engineer.
177. Prior to issuance of Certificate of Occupancy, raised median improvements and the bus turnout shall be completed and fully operational per the approved plans to the satisfaction of the City Engineer.

PARKS & COMMUNITY SERVICES DEPARTMENT

178. A multi-use trail per the Master Plan of Trails is required for this project and shall be identified on the plan.
179. The parcel(s) associated with this project have been incorporated into the Moreno Valley Community Services District Zone A (Parks and Community Services). All assessable parcels therein shall be subject to the annual Zone 'A' charge for operations and capital improvements. Proof of such shall be supplied to Parks and Community Services upon Final Map and at Building Permits.

Standard Conditions

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180. Detailed final plans (mylars, PDF, and AutoCAD file on a DVD-R) for parks, trails/bikeways, fencing, and adjoining landscaped areas shall be submitted to and approved by the Director of Parks and Community Services, or his/her designee, prior to the issuance of any building permits. All plans are to include a profile showing grade changes.
181. Within the improvements for PCS, the applicant shall show all existing and planned easements on all maps and plans. Easements on City/CSD owned or maintained parks, trails, bikeways, and landscape shall be identified on each of these plans with the instrument number of the recorded easement.
182. Prior to issuance of Grading Permit, 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 issuance of Grading Permit..
183. Applicable plan check and inspection fees shall be paid, per the approved City fee schedule.
184. The following plans require PCS written approval: Tentative tract/parcel maps; rough grading plans (including all Delta changes); Final Map; precise grading plans; street improvement plans; traffic signal plans; fence and wall plans; landscape plans for areas adjacent to bikeways; trail improvement plans. PCS will not approve any permits without review and approval of the above items.



04 NORTH ELEVATION
SCALE: 1" = 40'-0"



03 SOUTH ELEVATION
SCALE: 1" = 40'-0"



02 EAST ELEVATION
SCALE: 1" = 40'-0"



01 WEST ELEVATION
SCALE: 1" = 40'-0"

MATERIAL LEGEND

- M-1 SEALED CONCRETE
- M-2 SMOOTH FINISH PAINTED WHITE
- M-3 GLASS
- M-4 METAL LOUVER

HFCP - PHASE II

Parcel 2 and 3 of PM 35629
City of Moreno Valley, CA
County of Riverside



Highland Fairview
14225 Corporate Way
Moreno Valley, CA 92553
Tel: 951-867-5317
Fax: 951-867-5318

Date	Description
1 3/11/2019	PLANNING COMMISSION RESUBMITTAL

Seal / Signature

**NOT FOR
CONSTRUCTION**

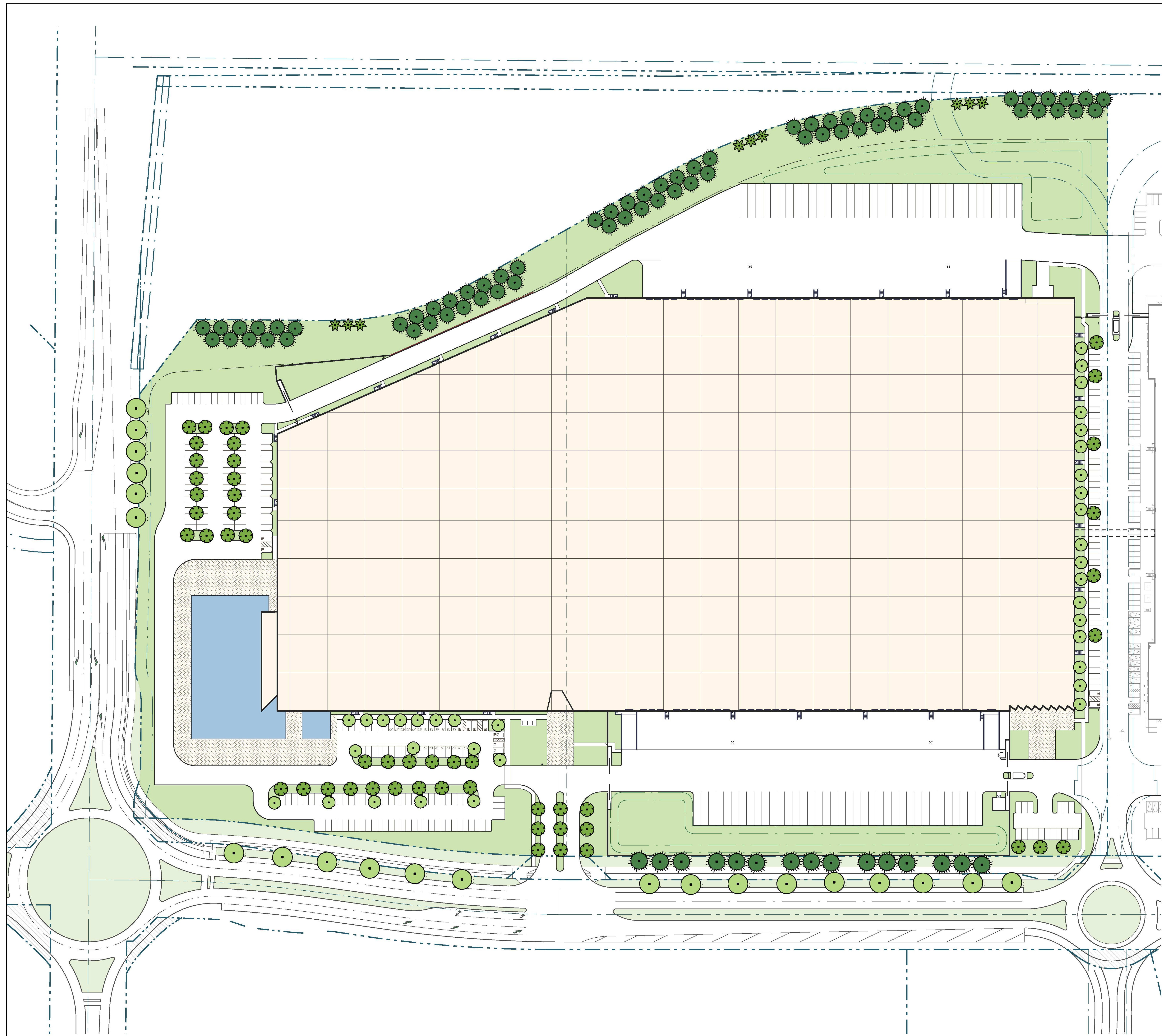
Project Name
Skechers Expansion Building
Moreno Valley

Project Number
096.3486.005

Description
BUILDING ELEVATIONS

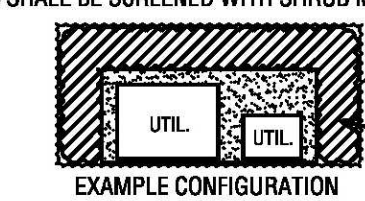
Scale
1" = 40'-0"

A2.00



GENERAL NOTES:

1. ALL LANDSCAPE AREAS SHALL BE IRRIGATED WITH LOW-WATER & HIGH EFFICIENCY IRRIGATION SYSTEM. SYSTEM SHALL BE DESIGNED FOR FUTURE RECLAIMED WATER SOURCE.
2. ALL SOFTSCAPE (TREES, SHRUBS, AND GROUNDCOVER) SHALL BE DROUGHT TOLERANT AND SOUTHERN CALIFORNIA FRIENDLY. NO TURF IS PROPOSED FOR THIS PROJECT.
3. ALL PARKING ISLAND PLANTERS AND STEP-OUTS SHALL COMPLY WITH CITY CODES AND REQUIREMENTS. ALL TREE PLANTER DIAMOND SHALL HAVE DECOMPOSED GRANITE MULCH WITHIN.
4. TOTAL IRRIGATED SOFTSCAPE AREA = 838,500 S.F. (19.20 AC.)
5. ALL VEHICLE ACCESS GATES SHALL HAVE CITY OF MORENO VALLEY FIRE DEPARTMENT KNOX BOX.
6. ALL PLANT MATERIAL (TREE, SHRUB, GROUND COVER & VINE) SELECTIONS AND THEIR DESIGN USES PROPOSED FOR THIS PROJECT SHALL FOLLOW THE LISTED AVAILABLE RESOURCES FOR PLANT INFORMATION WHICH INCLUDE DROUGHT TOLERANT AND SOUTHERN CALIFORNIA FRIENDLY PLANT MATERIAL AS DIRECTED BY THE PLANNING DEPARTMENT:
 - CITY OF MORENO VALLEY LANDSCAPE GUIDELINES
 - W.U.C.O.L.S. REVISED EDITION APRIL 01, 1994 REGION 4
 - COUNTY OF RIVERSIDE CALIFORNIA FRIENDLY PLANT LIST
 - CALTRANS HIGHWAY 60 CORRIDOR DESIGN MANUAL - LANDSCAPE GUIDELINES
 REFER TO THE TREE, SHRUB, GROUND COVER AND VINE PLANT PALETTES LISTED FOR APPROVED PLANT MATERIAL.
7. ALL DETENTION / WATER QUALITY BASINS SHALL BE PLANTED WITH HYDROSEED MIX TO FACILITATE WATER FILTRATION AND CLEANING. REFER TO HYDROSEED LEGEND FOR PROPOSED HYDROSEED PALETTE.
8. ALL VINES SHALL BE PLANTED IN SELECT AREAS TO SOFTEN THE APPEARANCE OF TALL WALL AND FENCES.
9. ALL ABOVE GROUND UTILITIES AND APPARATUS SHALL BE SCREENED WITH SHRUB MATERIAL AS ALLOWED BY UTILITY AGENCIES AND PURVEYORS.



ADJACENT GROUND COVER & SHRUBS

HEDGE SHRUB TO SCREEN UTILITY APPARATUS

EXAMPLE CONFIGURATION
10. CONCRETE MOW STRIPS ARE REQUIRED BETWEEN ALL SOO AND GROUND COVER AREAS.

PRELIMINARY SHRUB & GROUND COVER PLANT PALETTE

BOTANICAL NAME	COMMON NAME	SPACING	WATER USE
SHRUBS			
• ACACIA REDOLENS	N.C.N.	6'	LOW
• CEANOTHUS 'RAY HARTMAN'	CALIFORNIA LILAC	6'	LOW
• CISTUS X PURPUREUS	ROCKROSE	3'	LOW
• COTONEASTER LACTEUS	PARNEY'S RED CLUSTERBERRY	4'	LOW
• DICTES IRIDIODES	FORTNIGHT LILY	2'-6"	**MODERATE
• DODONAEA VISCOSEA	HOPSEED	4'	* LOW
• ECHIUM FASTIGIOSUM	PRIDE OF MADIERA	4'	LOW
• ELAENUS PUNGENS	SILVERBERRY	6'	LOW
• LANTANA MONTEVIDENSIS	LANTANA	4'	LOW
• LEUCOPHYLLUM FRUTESCENS	TEXAS RANGER	4'	LOW
• PHORMIUM 'EMERALD SURFER'	NEW ZEALAND FLAX	1'-6"	* LOW
• PHORMIUM 'EMERALD SURFER'	NEW ZEALAND FLAX	4'	* LOW
• RHAMNUS CALIFORNICA	CALIFORNIA COFFEEBERRY	4'	LOW
• RHAMNUS CALIFORNICA	INDIAN HAWTHORN	3'	**MODERATE
• RHUS OVATA	SUGARBUSH	4'	LOW
• ROSMARINUS OFFICINALIS	ROSEMARY	3'	LOW
• SALVIA LEUCANTHA	MEXICAN SAGE BRUSH	3'	LOW
• WESTRINGIA FRUTICOSA 'WYNYABBIE'	COAST ROSEMARY	2'-5"	LOW
GROUND COVER			
• ACACIA REDOLENS	DESERT CARPET	6'	LOW
• BACCHARIS PILLULARIS 'PIGEON POINT'	PROSTRATE COYOTE BUSH	4'	LOW
• CEANOTHUS GRISEUS HORIZONTALIS	CALIFORNIA LILAC	4'	LOW
• YANKEE POINT	CALIFORNIA LILAC	4'	LOW
• CISTUS CRISPUS	ROCKROSE	3'	LOW
• HEMEROCALLIS SPP.	DAYLILY	1'-6"	* LOW
• LANTANA MONTEVIDENSIS	LANTANA	4'	LOW
• MYOPORUM PARVIFOLIUM 'PUTAH CREEK'	N.C.N.	3' & 6'	LOW
• ROSMARINUS OFFICINALIS	PROSTRATE ROSEMARY	3'	LOW

NOTE:
 1. WATER USAGE BASED ON W.U.C.O.L.S. REVISED EDITION 04/01/1994 REGION 4 (SENSET ZONE 18).
 ** MODERATE WATER USE FOR ONE GROWING SEASON UNTIL ESTABLISHED.
 * PLANTS TO BE USED AS ACCENT ONLY, TO BE CONCENTRATED IN HIGH IMPACT AREAS IN SEPARATE HYDROZONES.

PRELIMINARY TREE PLANT PALETTE

BOTANICAL NAME	COMMON NAME	WATER USE
ACCENT PALM TREES		
• PHOENIX DACTYLIFERA	DATE PALM	LOW
• WASHINGTONIA HYBRID	MEXICAN FAN PALM	LOW
STREET TREES		
• EUCALYPTUS NICHOLII	NICHOL'S WILLOWLEAFED PEPPERMINT	LOW
• FRAXINUS AGUSTIFOLIA OXYCARPA 'RAYWOOD'	CLARET ASH	**MODERATE
• PINUS HALPENSIS	ALEPPO PINE	LOW
• PROSOPIS ALBA (THORNLESS)	ARGENTINE MESQUITE	LOW
• PROSOPIS ALBA 'COLORADO'	COLORADO MESQUITE	LOW
• QUERCUS ILEX	HOLLY OAK	LOW
• ROBINIA PSEUDOACACIA	BLACK LOCUST	LOW
• SCHINUS MOLLE	CALIFORNIA PEPPER	LOW
FREEWAY SCREEN TREE		
• PINUS HALPENSIS	ALEPPO PINE	LOW
• PINUS FINEA	ITALIAN STONE PINE	LOW
• PROSOPIS ALBA (THORNLESS)	ARGENTINE MESQUITE	LOW
• SCHINUS MOLLE	CALIFORNIA PEPPER	LOW
PARKING LOT TREE		
• ACACIA STENOPHYLLA	SHOESTRING ACACIA	LOW
• CEPICIDILUM HYBRID	PALO VERDE 'DESERT MUSEUM'	LOW
• EUCALYPTUS SPP.	EUCALYPTUS	LOW
• PROSOPIS ALBA (THORNLESS)	ARGENTINE MESQUITE	LOW
• PROSOPIS ALBA 'COLORADO'	COLORADO MESQUITE	LOW
• QUERCUS ILEX	HOLLY OAK	LOW
• ROBINIA PSEUDOACACIA	BLACK LOCUST	LOW
• SCHINUS MOLLE	CALIFORNIA PEPPER	LOW
ACCENT TREE		
• PHOENIX CANARIENSIS	CANARY ISLAND PALM	LOW

NOTE:
 1. WATER USAGE BASED ON W.U.C.O.L.S. REVISED EDITION 04/01/1994 REGION 4 (SUNSET ZONE 18).
 2. TREE SPACING PER PLAN
 ** PLANTS TO BE USED AS ACCENT ONLY, TO BE CONCENTRATED IN HIGH IMPACT AREAS IN SEPARATE HYDROZONES.



Highland Fairview
 14220 Corporate Way
 Moreno Valley, CA 92553
 Tel: 951-887-6317
 Fax: 951-887-6318

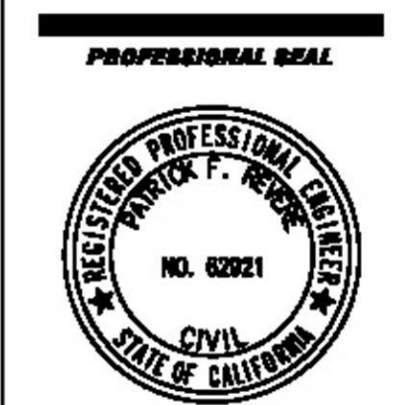
PROJECT ADDRESS
PARCELS 2 AND 3 OF PM 33222
 City of Moreno Valley, CA
 County of Riverside

DRAWING ISSUE RECORD
 DATE DESCRIPTION

APPROVAL RECORD
 NO. DATE DESCRIPTION

PROJECT NAME

**HIGHLAND FAIRVIEW
 CORPORATE PARK - PHASE II**
 NEC EUCALYPTUS AVE & REDLANDS BLVD
 MORENO VALLEY, CA



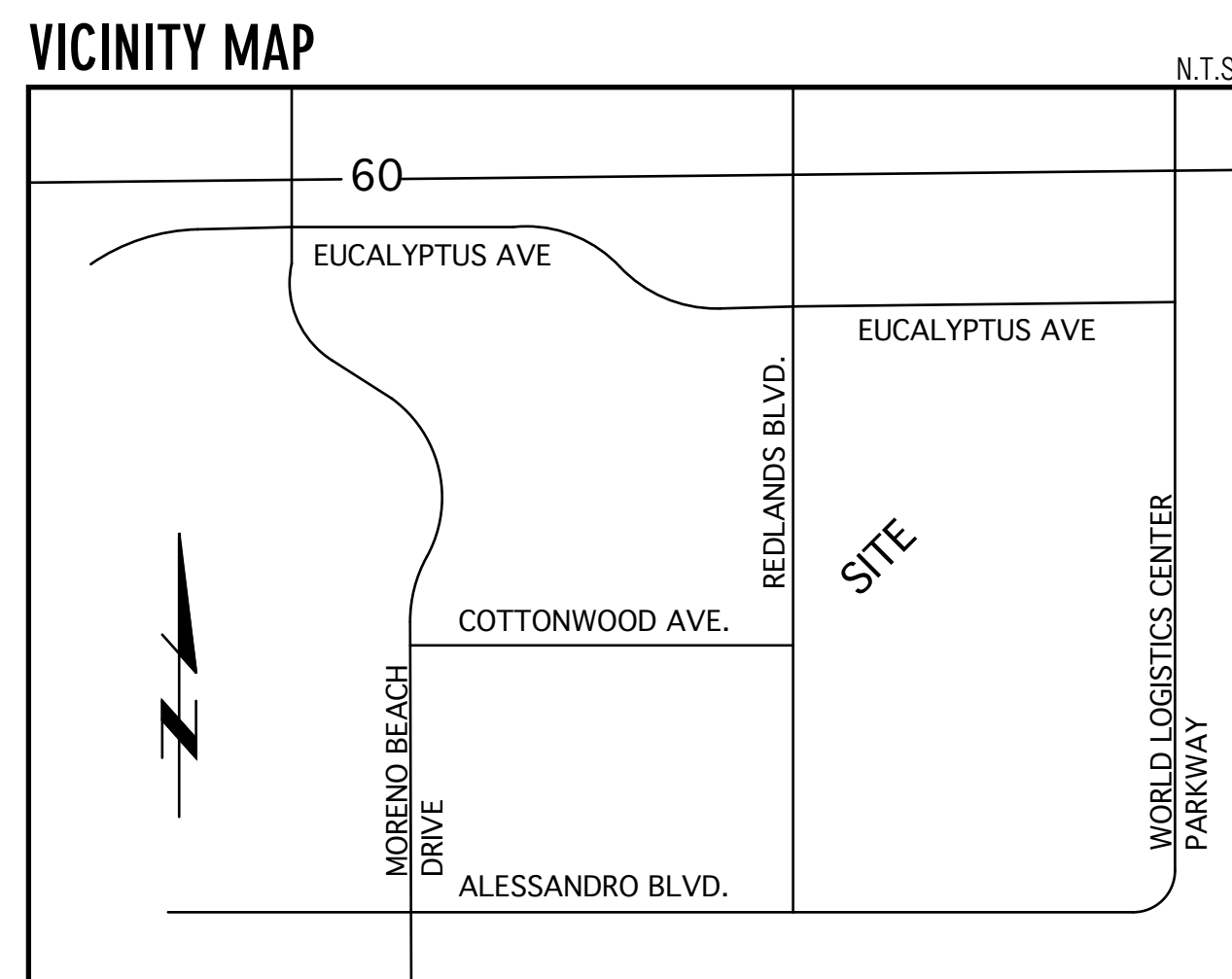
CONCEPT LANDSCAPE PLAN

SHEET NUMBER

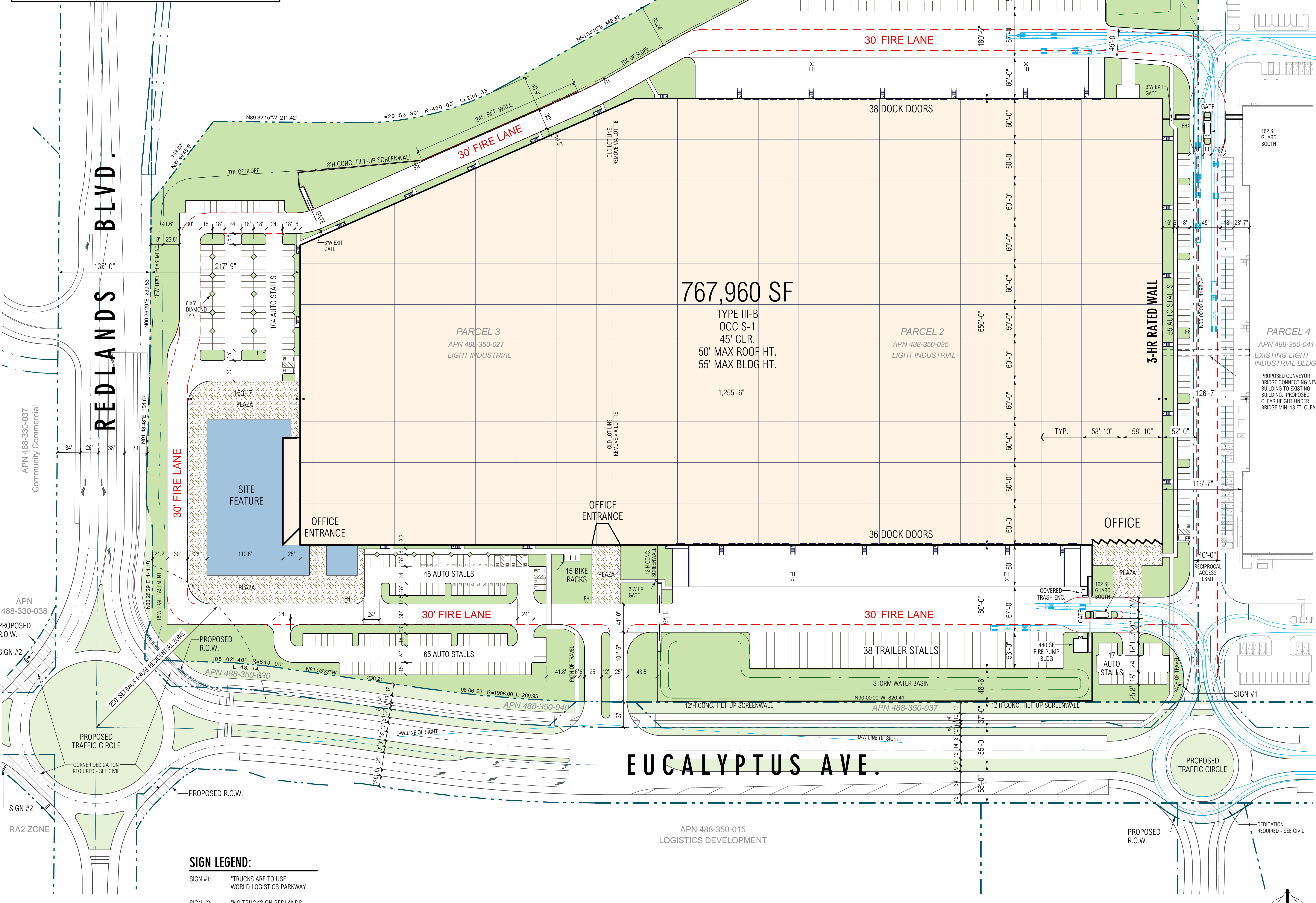
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DATE: 11/06/2018

PEN 18-0191
 PEN 18-0192
 PEN 18-0193
 PEN 18-0254



I-60 FRWY

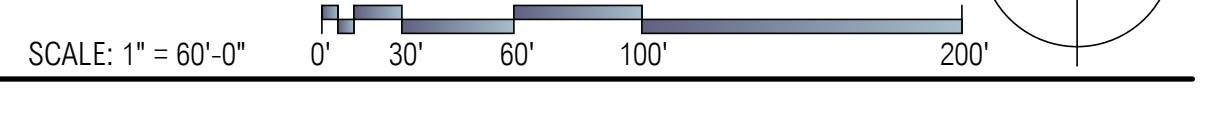


SIGN LEGEND:

SIGN #1: *TRUCKS ARE TO USE WORLD LOGISTICS PARKWAY

SIGN #2: *NO TRUCKS ON REDLANDS SOUTH OF EUCALYPTUS*

SITE PLAN



CONTACT INFORMATION:

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

PROPERTY OWNER(S)
HF LOGISTICS - SKX T2, HIGHLAND FAIRVIEW PARTNERS V
14225 CORPORATE WAY
MORENO VALLEY, CA 92553
(951) 867-5300
CONTACT: PATRICK REVERE
EMAIL: PREVERE@HIGHLANDFAIRVIEW.COM

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

PROJECT INFORMATION:

SITE ADDRESS: NOT APPLICABLE

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

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

TOTAL GROSS AREA: 36.8 AC
NET DISTURBED AREA: 35.0 AC

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

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

FEMA FLOOD ZONE DESIGNATION: ZONE X

PROJECT INFORMATION:

CONSTRUCTION TYPE: II-B

OCCUPANCY: S-1 (B ACCESSORY)

FIRE SPRINKLERS: FULLY SPRINKLERED

BUILDING HEIGHT:
MAX ALLOWABLE: 75'
PROPOSED: 55'

STORIES:
MAX ALLOWABLE: 3
PROPOSED: 2

YARDS:
(3) SIDES @ 60' CLEAR
(1) SIDE @ 52' CLEAR W/ 3-HR RATING

ALLOWABLE AREA: PROJECT QUALIFIES AS AN UNLIMITED AREA BUILDING PER CBC SECTION 507

PROJECT DATA:

NET SITE AREA:	1,536,634 SF	35.28 AC
BUILDING AREA:	767,960 SF	
COVERAGE:	49.98 %	
PARKING REQUIRED:	20,000 SF FUTURE OFFICE @ 1/250 SF 0 - 20,000 SF WAREHOUSE @ 1/1000 SF 20K - 40K SF WAREHOUSE @ 1/2000 SF 40,000 SF - @ 1/4000 SF	80 STALLS 20 STALLS 10 STALLS 177 STALLS
PARKING PROVIDED:	STANDARD STALLS ACCESSIBLE STALLS TOTAL STALLS PROVIDED	280 STALLS 8 STALLS 287 STALLS
RESERVE PARKING FOR ELECTRICAL VEHICLES (EVCS)	6% OF TOTAL STALLS	18 REQUIRED / 18 PROVIDED
RESERVE PARKING FOR CARPOOL / EV STALLS	8% OF TOTAL STALLS	24 REQUIRED / 24 PROVIDED
BICYCLE PARKING	5% OF TOTAL AUTO PARKING	15 REQUIRED / 15 PROVIDED
REQUIRED SITE LANDSCAPE AREA:	153,863 SF / 10%	
PROVIDED SITE LANDSCAPE AREA:	303,000 / 19.7%	
DOCK HIGH DOOR POSITIONS:		74 DOCKS
TRUCK TRAILER PARKING:	REQUIRED (1 PER LOADING DOOR)	74 REQUIRED
	PROVIDED:	75 PROVIDED

EASEMENTS OF RECORD (PARCEL 2 & 3):

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

AN EASEMENT SHOWN OR DEDICATED ON THE MAP OF BEAR VALLEY AND ALESSANDRO DEVELOPMENT CO., RECORDED 11/3/1990 BOOK 11, PAGE 10, OF TRACT MAPS. FOR PIPELINES, DITCHES, FLUMES, AND RIGHTS AND INCIDENTAL PURPOSES.

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

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

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

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

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

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

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

RGA

Office of Architectural Design

15231 Alton Parkway, Suite 100
Irvine, CA 92618

T 949-341-0920
FX 949-341-0922



CONSULTANT

PROFESSIONAL SEALS

PROJECT NAME

HIGHLAND FAIRVIEW CORPORATE PARK PHASE II

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

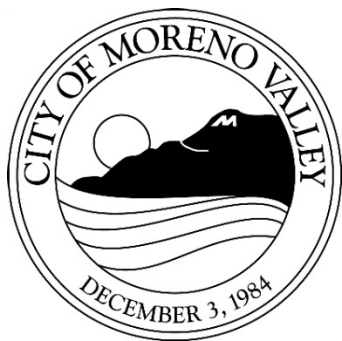
OWNER:
HIGHLAND FAIRVIEW
14225 CORPORATE WAY
MORENO VALLEY, CA 92553
CONTACT: PATRICK REVERE
TEL: 951-867-5300
EMAIL: prevere@highlandfairview.com

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

RGA PROJECT NO:	18152.00
OWNER PROJECT NO:	00000.00
CAD FILE NAME:	18152-00-A1
DRAWN BY:	CS
CHK'D BY:	CS
COPYRIGHT:	RGA, OFFICE OF ARCHITECTURAL DESIGN
SHEET TITLE:	PLOT PLAN / SITE PLAN

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

Attachment: Site Plan HFV (3530 - Highland Fairview GPA, Change of Zone, Plot Plan, Addendum to ER)



Notice of PUBLIC HEARING

This may affect your property. Please read.

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

PROJECT:

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

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

REPRESENTATIVE: Patrick Revere

LOCATION: Northeast corner of Redlands Boulevard and Eucalyptus Avenue

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

ENVIRONMENTAL DETERMINATION: An Addendum has been prepared pursuant to the California Environmental Quality Act (CEQA) Guidelines. The findings made in the Addendum are consistent with the findings made in the previously prepared Initial Study and certified Final Environmental Impact Report, State Clearinghouse

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

No. 2007101132, for the Highland Fairview Corporate Park project.

COUNCIL DISTRICT: 3

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

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

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

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

**PLEASE SEE REVERSE SIDE
FOR PROJECT LOCATION**

CITY COUNCIL PUBLIC HEARING

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

DATE AND TIME: April 16, 2019 at 6 PM

CONTACT PLANNER: Jeff Zwack

PHONE: (951) 413-3206

PROJECT LOCATION



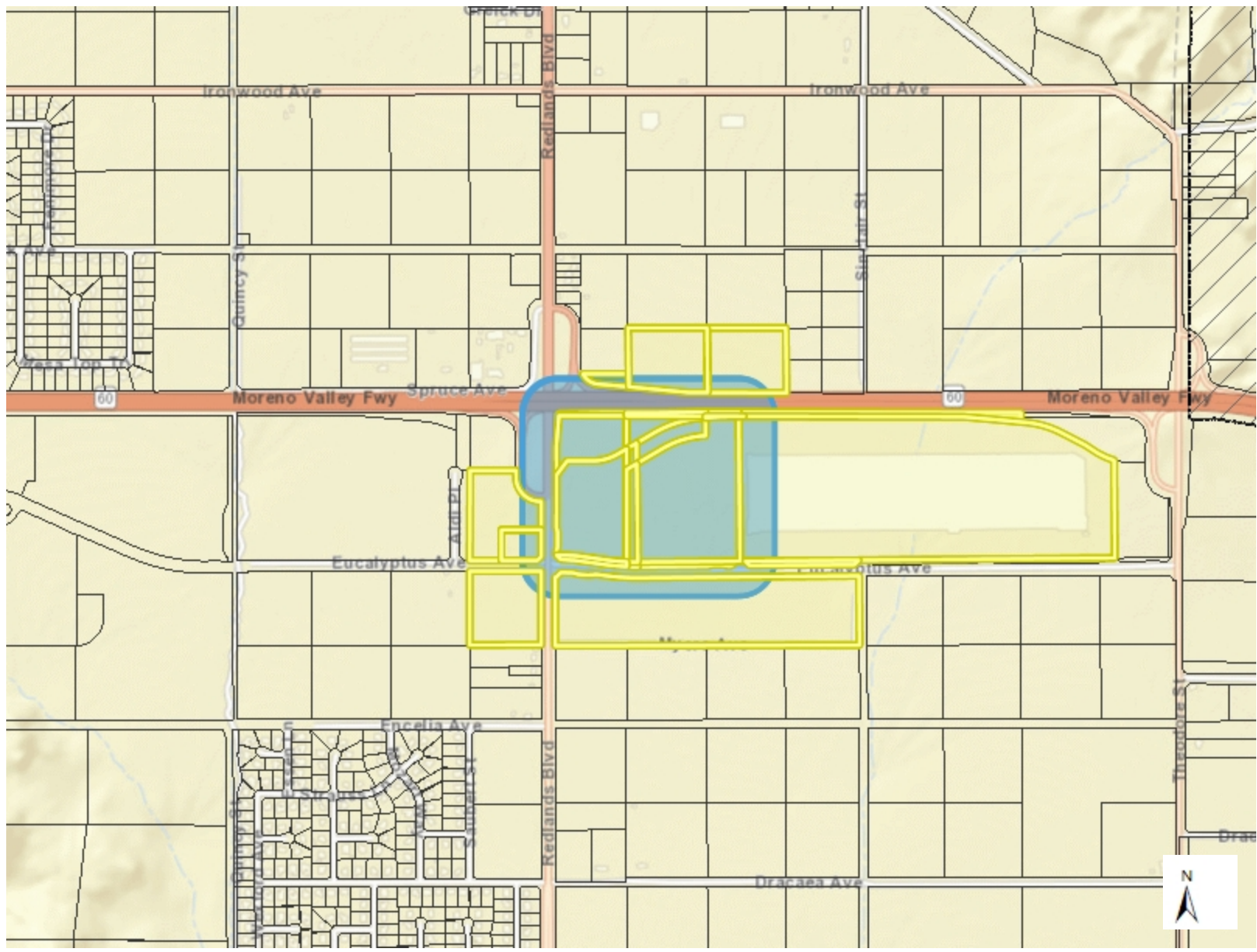
CITY COUNCIL PUBLIC HEARING

City Council Chamber, City Hall
14177 Frederick Street
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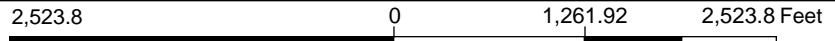


300' Radius Map Boundaries



Legend

- Public Facilities
 - Public Facilities
 - ★ Fire Stations
- Parcels
- ⬜ City Boundary
- ⊞ Sphere of Influence



WGS_1984_Web_Mercator_Auxiliary_Sphere

Print Date: 4/3/2019

DISCLAIMER: The information shown on this map was compiled from the City of Moreno Valley GIS and Riverside County GIS. The land base and facility information on this map is for display purposes only and should not be relied upon without independent verification as to its accuracy. Riverside County and City of Moreno Valley will not be held responsible for any claims, losses or damages resulting from the use of this map.

Notes

Attachment: 300ft Radius Map (3530 : Highland Fairview GPA, Change of Zone, Plot Plan, Addendum to

SETTLEMENT AGREEMENT

This settlement agreement (this "Agreement") is made at Moreno Valley, California as of January 21, 2010, between the SIERRA CLUB, a California not-for-profit corporation, on the one hand, and THE CITY OF MORENO VALLEY (the "City"), HIGHLAND FAIRVIEW PARTNERS, I, a California general partnership, HIGHLAND FAIRVIEW PARTNERS, II, a California general partnership, HIGHLAND FAIRVIEW PARTNERS, III, a Delaware general partnership, and HIGHLAND FAIRVIEW PARTNERS, IV, a Delaware partnership, and HF LOGISTICS I, LLC, a California limited liability company, (collectively, "Highland Fairview"), on the other hand, with the respect to the following facts:

A. Highland Fairview is the owner of a site located in the City. The site, which contains approximately 158 acres, is bounded on the north by State Route 60, on the east by Theodore Street, on the south by future Eucalyptus Avenue and on the west by Redlands Boulevard (the "Project Site").

B. Highland Fairview intends to develop the Project Site in three phases with a total of 2,620,000 square feet of logistic uses, associated office space, and commercial uses (the "Project"). The Project is known as the Highland Fairview Corporate Park.

C. The first phase of the Project will include a building containing 1,820,000 square feet which has been leased to Skechers USA, Inc. ("Skechers"). The building will be used primarily for logistic uses and some associated office and commercial facilities (the "Skechers Building").

D. Highland Fairview also owns approximately 1,800 acres of land located south and east of the Project Site which is subject to the Moreno Highlands Specific Plan (the "Specific Plan Area") which has vested development rights under a development agreement. Highland Fairview is considering developing the Specific Plan Area in the near future and may, as part of that development, seek to include industrial uses in areas not currently so designated in the Moreno Highlands Specific Plan.

E. On February 10, 2009, the City Council certified that environmental impact report P07-157 (the "EIR") analyzing the environmental impacts of the Project had been prepared in compliance with the California Environmental Quality Act ("CEQA") and then granted a number of approvals including general plan amendment PA07-0089, change of zone PA07-0088, tentative parcel map 35629, PA07-0090 and plot plan PA07-0091 for the Project (the "Project Approvals").

F. The development of the Specific Plan Area is unrelated to the that of the Project and no development of the Specific Plan Area has been authorized by the Project Approvals.

G. On February 20, 2009, the Sierra Club filed a lawsuit entitled *Sierra Club v. City of Moreno Valley*, Riverside Superior Court Case No. RIC 519566, which sought to set aside the Project Approvals, primarily on the basis that the EIR failed to comply with CEQA (the "Lawsuit").

H. The Sierra Club, the City and Highland Fairview wish to resolve the dispute between them concerning the Lawsuit, the Project and the development of the Project Site on the terms set forth in this Agreement. Further, they seek to work together to pursue areas of common interest.

I. The Sierra Club wants the City to adopt a climate action plan and a solar energy incentive program and to require additional Code enforcement for commercial properties in order to decrease the emission of greenhouse gases, conserve energy and protect the health of the City's inhabitants. Highland Fairview concurs that the plans, programs and actions sought by the Sierra Club could be beneficial, endorses them and will use its best efforts to encourage the City to consider them. The City believes that the actions desired by the Sierra Club are worthy of consideration, but cannot and does not commit to their adoption. The City Council, in response to the Sierra Club's concerns, has directed staff to prepare both a climate action plan, projected to be available for consideration by the Council within 18 months, and to review possible participation in the Western Riverside County Council of Governments' proposed program to facilitate the production of solar energy, including the use of the financing mechanism available under AB 811. However, because all of the plans, programs and actions are solely within the City Council's legislative authority which cannot be contracted away neither the City nor Highland Fairview can guarantee that either of them will be adopted.

J. The Sierra Club is concerned that truck traffic serving the Project could unduly impact Redlands Boulevard and wants that truck traffic to use Theodore Street to the greatest extent practical. Neither the City nor Highland Fairview has any objection to reducing the amount of truck traffic using Redlands Boulevard.

K. The Sierra Club has been concerned about truck traffic on a portion of Ironwood Avenue. The City Council, in response to the Sierra Club's concerns, has eliminated the truck route designation for Ironwood Avenue between Moreno Beach Drive and Theodore Street.

L. The Sierra Club further wants Skechers to take several steps to minimize the emission of greenhouse gases. These steps are solely within the control of Skechers and require Skechers' agreement in order to allow Highland Fairview to take the actions specified in this Agreement. Highland Fairview concurs that the actions sought by the Sierra Club could be beneficial and wants to assist the Sierra Club in seeing that they are seriously considered. However, because Highland Fairview does not control Skechers' actions, it cannot guarantee that any of them will occur.

M. This Agreement is acknowledged by the parties to be a compromise settlement and does not constitute an admission of the validity of any claims which have been, or might have been, made in the Lawsuit. However, Highland Fairview desires that the settlement be comprehensive with respect to the Project and that there shall be no further opposition to the Project on the terms set out in this Agreement.

N. Civil Code § 1542 states:

“A general release does not extend to claims which the creditor does not know or suspect to exist in his or her favor at the time of executing the release which if known by him or her must have materially affected his or her settlement with the debtor.”

IN LIGHT OF THE FOREGOING FACTS, IT IS MUTUALLY AGREED THAT:

1. Immediately upon the execution of this Agreement, the Sierra Club shall dismiss the Lawsuit in its entirety and as to all parties, with prejudice, and shall then provide conformed copies of the dismissal to Robert L. Hansen, the City's Interim City Attorney, and to Kenneth B. Bley, Highland Fairview's counsel.
2. Highland Fairview shall include a requirement in the contract with the general contractor for the Project that all off-road equipment with a horsepower rating of 25 hp or greater used on the Project Site during the construction of the Project will meet a minimum Tier II rating and at least 80% of such equipment will meet a minimum Tier III rating and that the general contractor certify that this requirement has been satisfied. Highland Fairview shall provide a copy of the certification to the Sierra Club upon receipt of the certification from the general contractor
3. Highland Fairview shall include a requirement in the contract with the general contractor for the Project that diesel-powered portable generators not be used during the construction of the Project.
4. Highland Fairview shall:
 - a. Provide the amount of electrical power generated through solar cells mounted on the roof of the Skechers Building to the extent needed to provide for the estimated energy demand of the 50,000 sq ft office portion of the Skechers Building. The construction of the solar cells will be initiated within six months of Skechers' occupancy of the Building and completed within 18 months of Skechers' occupancy of the Building. Highland Fairview anticipates that AB 811 sources of funds will be used to finance the construction of the solar cells as well as incentive programs from the City electrical utility which are comparable to the programs offered by Southern California Edison, *i.e.*, which will yield the same economic result, but such programs are not yet adopted by the City and may not be; and
 - b. Provide the City and the Sierra Club with the appropriate design documents demonstrating that the electrical energy demand of the 50,000 sq ft office portion of the Skechers Building will be met by the solar cells to be mounted on the roof of the Skechers Building; and
 - c. Design and construct the roof of the Skechers Building to accommodate the maximum number of solar cells ; and
 - d. Increase the amount of electrical power generated through solar cells mounted on the roof of the Skechers Building within ten years to provide 100% of the

energy needed for the Project to the extent that it is reasonably and economically feasible for Highland Fairview to do so. This will largely depend upon the policies adopted by the City's electrical utility with respect to the subsidization of solar-generated electrical energy, which requires a rate of not less than \$0.22 per kilowatt-hour, the rate currently paid by Southern California Edison under its performance-based incentive program, and provisions on a par with Southern California Edison's solar subsidy programs. Further, Highland Fairview will expand the solar energy generating capacity of the Skechers Building based upon the benefits afforded through AB 811 financing and grants, incentives provided by the City's electrical utility, federal and state tax programs and commercially reasonable financing such that the maximum investment does not exceed \$7,500,000 and the projected after-tax return generated is at least 5.5% over the rate for 20 year United States Treasury bonds but not less than 10% in any event. Should Highland Fairview develop solar capacity beyond the energy usage required by the Project, the excess energy will be sold to a utility provider at a mutually agreeable negotiated rate. Highland Fairview can not guarantee that any increase in the amount of electrical power generated through solar cells will occur because neither the necessary policies nor the rate to be paid have been adopted by the City and may not be.

5. Highland Fairview shall provide solar water heaters, which may include supplemental conventional heating sources, throughout the Project for all personal uses, such as bathrooms and showers, but not for industrial uses.

6. Highland Fairview shall provide the signs required by Mitigation Measure AQ-11 at locations, and of a size, to be easily readable from future Eucalyptus Avenue.

7. Highland Fairview shall physically configure the access areas to future Eucalyptus Avenue so that large trucks (over 10,000 pounds) will be required to make a left turn, towards Theodore Street, when exiting the Project Site unless prohibited by the City from doing so.

8. Highland Fairview shall provide on-site signs directing large trucks (over 10,000 pounds) leaving the Project Site to use Theodore Avenue unless prohibited by the City from doing so.

9. Highland Fairview shall provide the landscaped median in Eucalyptus Avenue between Redlands Boulevard and Theodore Street in substantially the form currently planned, as shown on Exhibit A, subject to final approval by the City.

10. Highland Fairview shall provide a disclosure document in substantially the following form to each buyer/lessee of any residential unit developed on property owned by Highland Fairview which is located southerly of State Route 60 and within 300 feet of the Project Site. The document shall be signed by the buyer/lessee and recorded against the unit:

"Buyer/Lessee acknowledges that the property which Buyer/Lessee is purchasing/leasing is located in the vicinity of the Highland Fairview Corporate Park project. Buyer/Lessee acknowledges that, in addition to commercial and office uses, there are, or may be, distribution warehouses for national and regional

companies located within the Corporate Park project. As a result of these uses, there will be automobile and truck traffic, which may operate on a 24/7 basis for pick up and delivery of products from various buildings from within the Corporate Park project. There may also be increased diesel fumes, which contain toxic air contaminants which are known to cause cancer, noise and light as a result of the operations of these facilities. A copy of the Highland Fairview Corporate Park Environmental Impact Report, which includes a detailed evaluation of the potential impacts of the Corporate Park project, has been made available for the Buyer's/Lessee's review."

11. Highland Fairview shall, within 30 days of the receipt of a written request from the Sierra Club, contribute ~~\$25,000~~ ^{\$100,000 = IR} to the Riverside Land Conservancy. The contribution may only be used for the preservation of agriculture through the purchase of agricultural land or of agricultural conservation easements on agricultural land located in Riverside County.

12. If Highland Fairview includes industrial uses in areas not currently designated for industrial uses in the Moreno Highlands Specific Plan, it shall provide buffers of commercial uses within the Specific Plan Area between industrial uses and residential uses. The extent of the buffers shall be determined by appropriate technical studies conducted by a qualified third party air quality expert, selected and paid for by Highland Fairview, subject to the City's approval.

13. The Skechers building has been designed with the goal of achieving LEED silver certification. Highland Fairview shall seek to obtain the highest commercially reasonable level of LEED certification of the Skechers Building and shall, in any event, take all of the actions set forth on Exhibit B. As used in this Agreement, "commercially reasonable" shall mean that the actions involved are capable of being accomplished in a successful manner within a reasonable period of time taking into account economic and other circumstances that would be considered by a prudent commercial entity.

14. Highland Fairview shall submit a formal request to the California Department of Transportation ("CalTrans") for the installation of signs to be installed, at Highland Fairview's expense, along State Route 60, east bound and west bound, directing Project traffic to the Theodore Street exit.

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

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

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

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

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

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

16. The City Council has, in Study Session of October 20, 2009 or previously, directed City staff to analyze, as quickly as feasible, and then to report back to the Council, for its consideration without commitment to adoption, each of the following:

a. The adoption/enforcement of a City-wide commercial truck idling ordinance; and

b. The acquisition, generation and distribution of "green" energy by the City's electric utility; and

c. An amendment of the City's Municipal Code current lighting standards to incorporate the guidelines of the International Dark Sky Association and the exterior lighting standards set forth in the Palm Desert Municipal Code; and

d. The submission of a request to CalTrans and/or the Riverside County Transportation Commission that a regional traffic mitigation fee be adopted for the improvement of State Route 60; and

e. The use of LED lamps in City-owned streetlights.

17. Highland Fairview shall require any user of the Skechers facility, other than Skechers, and will use reasonable efforts to seek to have Skechers:

a. Have its trucking fleet (all trucks owned and operated by Skechers) and all trucking carriers that distribute Skechers' products to its retail stores be classified as SmartWay 1.0 or higher at the time that it takes possession of the Skechers building, increase the SmartWay classification to 1.25 for Skechers' trucking fleet and such other trucking carriers within five years and provide an annual report to Highland Fairview, which Highland Fairview shall then provide to the Sierra Club; and

b. Continue to provide incentives to its employees to encourage carpooling; and

c. Conduct an annual review for five years following the occupancy of the Skechers Building to determine the level of use of alternatively fueled vehicles and the demand for designated spaces for such vehicles, beyond the 37 spaces already designated. Spaces located closest to building entries will be converted by Highland Fairview from general parking to alternatively fueled vehicle parking to meet the demand; and

d. Conduct an annual review for five years following the occupancy of the Skechers Building to determine the level of use of plug-in electrical vehicles and the demand for plug-in-stations. Additional plug-in-stations will be provided by Highland Fairview to meet the demand; and

e. Not use diesel-powered "yard goats" in its operations.

18. Highland Fairview shall provide the Sierra Club with notice of the submission of any application for a discretionary permit for the development of the Project within five business days of the submission.

19. The Sierra Club shall not sue to invalidate the development, use or modification of the Project, including, but not limited to, any approvals needed for the development of any phase of the Project, as long as the development or use is consistent with the terms of this Agreement and the Project, as analyzed in the EIR, and any modification will not result in a significant adverse impact on the environment, as defined in CEQA Guidelines § 15382, as determined by the City. For the purpose of this Agreement, changes in the manner in which the Project is financed, in whole or in part, and removal of vegetation within State Route 60 right-of-way shall not be considered to be significant adverse impacts on the environment by the Sierra Club. Nothing in this paragraph 19 shall apply to a modification of the terms of this Agreement.

20. Highland Fairview shall pay Johnson & Sedlack, the Sierra Club's attorneys, \$183,000 within 10 days of the dismissal of the Lawsuit. Except for this payment, each party shall bear its own attorneys' fees and costs incurred in connection with the Lawsuit and the preparation of this Agreement.

21. Any party alleging a breach of this Agreement shall provide written notice of the alleged breach to the party alleged to be in breach. That party shall then have 30 days from receipt of the notice in which to cure the breach or to begin curing the breach if it is one which cannot be cured within 30 days. If the breach has not been cured within the 30 day period or, if no effort has been begun within the 30 day period for a breach which cannot be cured within the 30 day period, then the party alleging the breach shall be entitled to avail itself of its legal remedies.

22. All notices and communications shall be provided in writing, which may be delivered by e-mail, to the following addresses:

Sierra Club Environmental Law Program:

85 Second Street
San Francisco, CA 94105
Aaron.Isherwood@sierraclub.org

Sierra Club, San Gorgonio Chapter:

Chapter Chair/Conservation Chair
4079 Mission Inn Avenue
Riverside, CA 92501-3204
san.gorgonio.chapter@sierraclub.org

Sierra Club, Moreno Valley Group:

Ann Turner-McKibben and George
Hague
P.O. Box 1325
Moreno Valley, CA 92556-1325
morenovalleygroup@yahoo.com

with a copy to Raymond W. Johnson, Esq.:

Johnson & Sedlack
26785 Camino Seco
Temecula, CA 92590
esqaicp@wildblue.net

The City attention of the City Manager,
w/ copy attention of the City Attorney:

14177 Frederick Street
P.O. Box 88005
Moreno Valley, CA 92552
CMOffice@moval.org
CityAttorney@moval.org

Highland Fairview:

14225 Corporate Way
Moreno Valley, CA 92553
ibenzeevi@highlandfairview.com

with a copy to Kenneth B. Bley, Esq.:

Cox, Castle & Nicholson LLP
2049 Century Park East, 28th Floor,
Los Angeles CA 90067
kbley@coxcastle.com

Any address may be changed by providing written notice to all of the other parties.

23. Except as set forth in this Agreement, the Sierra Club releases the City and Highland Fairview and their owners, affiliates, members, officers, employees, agents and attorneys from any and all claims, demands, liabilities, obligations, costs, expenses, fees, actions, and/or causes of action arising out of, or connected to, the Lawsuit or the Project, whether known, unknown or suspected and the Sierra Club hereby waives the provisions of Civil Code § 1542 set forth in Recital N. The release in this paragraph 23 is a separate consideration for the release contained in paragraph 24 and the Sierra Club would not have executed this Agreement nor agreed to this paragraph 23 but for the release contained in paragraph 24.

24. Except as set forth in this Agreement, the City and Highland Fairview release the Sierra Club and its members, officers, employees, agents and attorneys from any and all claims, demands, liabilities, obligations, costs, expenses, fees, actions, and/or causes of action arising out of, or connected to, the Lawsuit or the Project, whether known, unknown or suspected and the

City and Highland Fairview hereby waive the provisions of Civil Code § 1542 set forth in Recital N. The release in this paragraph 24 is a separate consideration for the release contained in paragraph 23 and neither the City nor Highland Fairview would have executed this Agreement nor agreed to this paragraph 24 but for the release contained in paragraph 23.

25. The rights and obligations of the Sierra Club under this Agreement are personal to it and may not be transferred or assigned to any other person or entity. This Agreement is entered into solely for the benefit of the parties hereto and, with the exception of the Sierra Club, their successors, transferees and assigns. Other than the parties hereto and, with the exception of the Sierra Club, their successors, transferees and assigns, no third party shall be entitled, directly or indirectly, to base any claim, or to have any right arising from, or related to, this Agreement.

26. The parties to this Agreement shall act in good faith and shall take all further actions reasonably necessary to effectuate the letter and the spirit of this Agreement.

27. This Agreement and all rights and obligations arising out of it shall be construed in accordance with the laws of the State of California.

28. Any litigation arising out of this Agreement shall be conducted only in the Riverside Superior Court. Only equitable remedies shall be available to the prevailing party in any such litigation, damages for breach of this Agreement being expressly waived. Each party to any such litigation shall bear its own attorneys' fees and costs, the right to recover them under any statute, including, but not limited to Code of Civil Procedure § 1021.5, any Rule of Court or any rule of law being expressly waived.

29. This Agreement contains the entire agreement and understanding concerning the Lawsuit and the Project and supersedes and replaces all prior negotiations or proposed agreements, written or oral. Each of the parties hereto acknowledges that no other party, nor the agents nor the attorneys for any party, has made any promise, representation or warranty whatsoever, express or implied, not contained herein, to induce the execution of this Agreement and acknowledges that this Agreement has not been executed in reliance upon any promise, representation or warranty not contained herein.

30. This Agreement may not be amended except in a writing signed by all the parties hereto.

31. The parties to this Agreement hereby acknowledge that they have undertaken an independent investigation of the facts concerning the Lawsuit and the Project. The parties expressly assume the risk that the true facts concerning the foregoing may differ from those currently understood by them.

32. Each individual signing this Agreement represents and warrants that he or she has been authorized to do so by proper action of the party on whose behalf he or she has signed.

33. This Agreement may be signed in one or more counterparts and, when all parties have signed the original or a counterpart, such counterparts, whether originals, facsimiles or e-mail attachments, together shall constitute one original document.

January 7, 2010

SIERRA CLUB

By: *Richard A. Stanton*

Its: CHAPTER CHAIR, SAN GABRIEL
CHAPTER

January 14, 2010

THE CITY OF MORENO VALLEY

By: *Richard A. Stanton*

Its: MAYOR

January 7, 2010

HIGHLAND FAIRVIEW PARTNERS I

By: HFP Realty Investment, LP, its Managing Partner

By: HFP Realty Holdings, LLC, its General Partner

By: *Idho Benzer*

Its: President

January 7, 2010

HIGHLAND FAIRVIEW PARTNERS II

By: New Sands Holdings, LP, its Managing Partner

By: Sand Holdings, LLC, its General Partner

By: *Idho Benzer*

Its: President

January 7, 2010

HIGHLAND FAIRVIEW PARTNERS III

By: HFP Realty Investment, LP, its Managing Partner

By: HFP Realty Holdings, LLC, its General Partner

By: *Idho Benzer*

Its: President

January 7, 2010

HIGHLAND FAIRVIEW PARTNERS IV
By: Sinclair Holdings, LP, its Managing Partner
By: Sinclair Realty Holdings, LLC, its General Partner

By: *John Benzi*

Its: President

January 7, 2010

HF LOGISTICS I, LLC

By: *John Benzi*

Its: President

APPROVED AS TO FORM:

January 11, 2010

JOHNSON & SEDLACK

By: *Raymond W. Johnson*
Raymond W. Johnson
Attorneys for the SIERRA CLUB

January 11, 2010

CITY ATTORNEY
OF THE CITY OF MORENO VALLEY

By: *Barbara A. Allen*

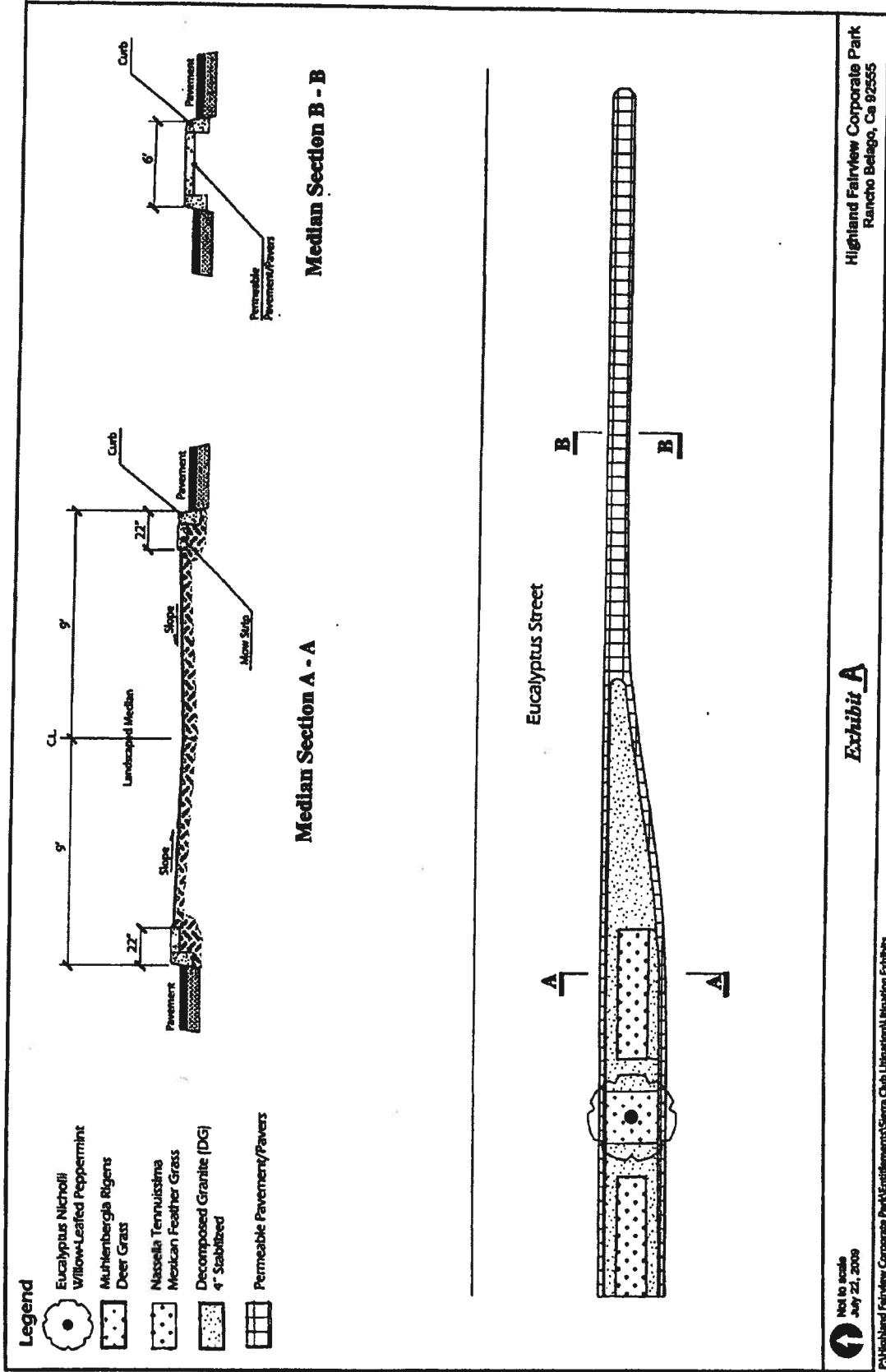
Its: Interim City Attorney

January 7, 2010

COX CASTLE & NICHOLSON LLP

By: *Kenneth B. Bley*
Kenneth B. Bley
Attorneys for HIGHLAND FAIRVIEW PARTNERS I;
HIGHLAND FAIRVIEW PARTNERS, II, HIGHLAND
FAIRVIEW PARTNERS, III, HIGHLAND FAIRVIEW
PARTNERS, IV and HF LOGISTICS I, LLC

EXHIBIT A



Attachment: Settlement Agreement (3530 : Highland Fairview GPA, Change of Zone, Plot Plan, Addendum to EIR)

EXHIBIT B

Exhibit B

Highland Fairview Corporate Park – TPM 35629 Parcel 1 (Skechers) LEED Projected Certification Items (Based upon LEED current standards)

- **Alternative Transportation:**
 - Bicycle Storage & Changing Rooms**
The project will provide secure bicycle racks within 200 yards of the building entrances for 5% or more of all building users and will provide shower and changing facilities in the building for 0.5% of full-time equivalent occupants.
 - Low Emission and Fuel Efficient Vehicles**
The project will provide preferred parking for low-emission and fuel efficient vehicles for 5% of the total vehicle parking capacity of the site.
 - Parking Capacity**
The project will meet, but not exceed the number of parking stalls required by the local zoning requirements and will provide preferred parking for carpools and vanpools for 5% of the total parking spaces.
- **Site Development:**
 - Maximum Open Space**
As approved by the City of Moreno Valley, the project will provide vegetated open space within the project boundary in accordance with the local zoning's open space requirement.
- **Storm Water Design:**
 - Quality Control**
Highland Fairview will implement the City approved Storm Water Pollution Prevention Program (SWPPP).
- **Heat Island Effect:**
 - Roof**
The project will use roofing materials having a Solar Reflectance Index (SRI) equal to or greater than 78 for a minimum of 75% of the roof surface.
- **Water Efficient Landscaping:**
 - The project will reduce potable water consumption for irrigation by 50% from a calculated mid-summer baseline case.

The above are based upon existing design criteria and availability of material and labor. Should some of these conditions adversely change, the above items may need to be modified.

Exhibit B

Highland Fairview Corporate Park – TPM 35629 Parcel 1 (Skechers) LEED Projected Certification Items (Based upon LEED current standards)

- **Water Use Reduction:**
Reduce Water Usage by 30%
The project will employ strategies that in aggregate use 30% less water than the water use baseline calculated for the building (not including irrigation).
- **Optimize Energy Performance:**
The project will demonstrate a percentage improvement in the proposed building performance rating compared to the baseline building performance rating.
- **On-Site Renewable Energy:**
The project will use on-site renewable energy systems (solar) to offset a portion of building energy cost.
- **Enhanced Commissioning:**
The project began the commissioning process during the design process and will execute additional activities after systems performance verification is completed.
- **Construction Waste Management:**
The project will recycle and/or salvage a minimum of 50% (by weight) of non-hazardous construction and demolition debris.
- **Recycled Content:**
The project will use materials with recycled content such that the sum of post-consumer recycled content plus one-half of the pre-consumer content constitutes at least 10% (cost-based) on the total value of the materials in the project.
- **Regional Materials:**
The project will use building materials or products that have been extracted, harvested or recovered, as well as manufactured, within 500 miles of the project site for a minimum of 10% (cost-based) of the total materials value.

The above are based upon existing design criteria and availability of material and labor. Should some of these conditions adversely change, the above items may need to be modified.

Exhibit B

Highland Fairview Corporate Park – TPM 35629 Parcel 1 (Skechers) LEED Projected Certification Items (Based upon LEED current standards)

- **Increased Ventilation:**
The project will increase breathing zone outdoor air ventilation rates to all occupied spaces by at least 30% above the minimum rates required by ASHRAE Std. 62.1-2004.
- **Construction IAQ Management Plan:**
The project will develop and implement an Indoor Air Quality (IAQ) Management Plan for the construction and pre-occupancy phases of the building.
- **Low Emitting Materials:**
The project will utilize only those paints and coatings that comply with Credit 4.2, 4.3 and 4.4 of the LEED standards.
- **Indoor Chemical & Pollutant Source Control:**
The project will provide entryway systems to reduce the infiltration of dirt and particulates into the indoor environment. Separate ventilation systems will be provided for storage areas for hazardous chemicals in order to minimize and control pollutants in the building.
- **Daylight and Views:**
The project will achieve day-lighting via skylights for building occupants in 75% of all regularly occupied areas.
- **Innovation in Design:**
The project will utilize locally-sourced concrete and interior fixtures providing a 40% water use savings.
- **LEED Accredited Professional:**
At least one principal participant of the project team is a LEED Accredited Professional (AP).

The above are based upon existing design criteria and availability of material and labor. Should some of these conditions adversely change, the above items may need to be modified.

Exhibit B

Highland Fairview Corporate Park – TPM 35629 Parcel 1 (Skechers) LEED Projected Certification Items (Based upon LEED current standards)

The Following are Energy-Saving and Other Design Features:

- **Use of More Shade Trees vs. Palm Trees to Reduce Temperature**
As shown in the City-approved Plot Plan package, palm trees used on the site will be located at the building's primary entry as part of the decorative entry treatment, and along the freeway, near gates and building corners as accent elements. All other trees on the site, in the parking areas, adjacent to the building, in the landscape areas, and along the freeway will be varieties of shade trees.
- **Waterless Urinals**
Use of these products was investigated but ultimately rejected based upon marginal performance and excessive maintenance costs. Very low flow urinals will be used in the facility which will provide a 30% reduction in water use over typical low-flow urinals.
- **Automatic turn on and off for lavatory faucets—only allow ½ gal per minute**
These products will be installed throughout the building.
- **Monitoring system that keeps track of all systems so that response can be quick if one of the systems does not function properly**
The Skechers building will include a building systems monitoring program which will immediately notify maintenance personnel of any system malfunction.
- **Photo Sensors for Lighting**
Motion sensors will be installed in the office areas of the building to turn off all lighting (except security lighting) when these areas of the building are not occupied. A network of thousands of roof-mounted skylights will provide substantial natural light in the warehouse areas. Sensors will be installed in the warehouse areas to automatically turn off artificial area lighting when ambient light is adequate.
- **Reduce carpet and flooring glue toxics by environmentally friendly carpet and non toxic glue.**
Low VOC carpeting, paint and adhesives will be used throughout the building. Polished concrete flooring will replace vinyl flooring originally

The above are based upon existing design criteria and availability of material and labor. Should some of these conditions adversely change, the above items may need to be modified.

Exhibit B

Highland Fairview Corporate Park – TPM 35629 Parcel 1 (Skechers) LEED Projected Certification Items (Based upon LEED current standards)

planned for the warehouse restrooms, break rooms and shipping/receiving areas.

- **Recycle of All Used Materials**
Recycling bins will be provided at the site for recycling during the operation of the building. Recycling of construction waste will be required to the greatest degree practicable. Skechers currently bundles and recycles all cardboard waste and will provide recycling bins for employee use throughout the facility. Skechers is exploring opportunities for recycling (mulching) of damaged wood pallets.
- **75% of Construction Waste Salvaged or Recycled**
The project will salvage or recycle as much construction waste as is feasible, but in no case less than 50% by weight of such waste. The project will utilize recycled (crushed) concrete during construction for temporary access roads and for paving base where acceptable. The project is directing green waste from clearing operations during construction, to a location for mulching and will be re-used.
- **Independent Venting for Toxic Places**
The storage of toxic materials, as identified by the State of California, will be in accordance with all applicable building code requirements including the independent venting of such storage areas.
- **Thermal Controls in Various Work Spaces**
The warehouse area is not heated or cooled, utilizing a controlled air exchange system to moderate interior temperatures. The office and commercial areas will be served by a number of HVAC zones each with its own controls. The units are equipped with an automatic time switch with an accessible manual override that allows operation of the system during off-hours.
- **The building occupant/owner must share whole-project energy and water usage data for at least five years with the US Green Building Council or Green Building Certification Institute.**
Highland Fairview will provide all documentation used to secure LEED certification, including any tenant operational documentation. Such documentation requirements will be addressed in the lease documents.

The above are based upon existing design criteria and availability of material and labor. Should some of these conditions adversely change, the above items may need to be modified.

Jeff Zwack

From: George Hague <gbhague@gmail.com>
Sent: Thursday, March 28, 2019 10:16 AM
To: Jeff Zwack
Cc: City Clerk; Chris Ormsby
Subject: Comments for the Planning Commission & Skechers Expansion (item 1)and Settlement Agreement
Attachments: Highland Fairview Settlement Agreement0001(1).pdf; ATT00001.htm

Good morning Moreno Valley Planning Commissioners,

RE: PROJECT:

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

There is an existing settlement agreement between Highland Fairview and the Sierra Club on the original Sketchers project which includes this land/proposal. It along with its Exhibits A and B are attached and must be printed out for your reading prior to any vote. The City has previously been given the settlement agreement and asked if they are in **compliance with this new project, but no response has been returned.** The City is a signatory to the agreement and must make sure that this proposed change in the original Sketcher project is in compliance. I hope all of you have been provided a copy before now. **I have been waiting unsuccessfully for the City's response before finally writing this email.**

I hope all of you will ask question and demand answers after reading all the material you have been given. You may find some to ask by reading what is written below as well as the attached settlement agreement along with its two Exhibits.

Some of the concerns are listed below, but others also exist:

1. The applicant for this proposal is an entirely new entity from any of those identified under the defined term "Highland Fairview".
2. The settlement agreement includes a provision in which the Club agrees not to challenge a modified "project" as long as there are no significant impacts. I would argue that the General Plan Amendment component removing the commercial designation at the west end of the site goes beyond a modification of the "Project". This is particularly true in light of the agreement clause in which HF agreed to include a commercial buffer as part of the World Logistic Center. (WLC).

3. **The current proposal includes a City-wide amendment to the Circulation Element that is so poorly disclosed/explained that it is impossible to understand the intent or the potential impacts. Do not let this happen without your full and complete understanding.**
4. The traffic analysis seems to rely on peak hour traffic counts taken over one four-day period in May to support substantially reduced traffic volumes based on the Skechers operation. If they are going to rely on such a narrow analysis, the conditions and/or mitigation measures need to restrict the user to Skechers. **Peak times like the opening of school and the holidays is the better times of year for impacts to be measured. May is after basketball season and for other reasons is a poor time to rely on traffic numbers from Sketchers to protect residents from the impacts from the project..**
5. They are modifying existing mitigation measures which need to be fully disclosed and easily understood by the public. This is not the case and must be remedied.
6. They simply dismiss the "changed circumstances" aspect of the addendum analysis by stating that there are none. In contrast, they rely on the WLC to update the implementation status of several of the mitigation measures. The WLC approval and the now operating Aldi, and Prologis projects are obvious changed circumstances that warrant consideration, particularly with respect to cumulative, growth inducing as well as direct and indirect impacts.
7. The text of the staff report refers to a standard intersection configuration for Redlands/Eucalyptus, but all of the exhibits I show the proposed traffic circle. Also, the traffic circle design includes impacts west of current Redlands Boulevard. It is not clear from the materials in the staff report whether this was considered in the technical reports (particularly for biological resources and cultural resources.) Could also be an issue for noise and other impacts on future residential uses as the adjoining lands south of Eucalyptus and west of Redlands are still designated for residential uses.
8. One of the traffic memorandums states that trucks will not be allowed to use Redlands Boulevard, but I did not find any such restriction in my review of the conditions or the mitigation measures. The site plan included with the Planning Commission packet includes notes for signs on the traffic circle to tell truckers they must use Theodore and that they may not go south on Redlands, but we know signs mean nothing.
9. There are several aspects of the agreement that the City/HF have not performed on - WLC commercial buffer, freeway signs to direct traffic to Theodore, trucks using Redlands, enforcement of truck idling, a mitigation program for SR60, LEDs in City streetlights, and dark sky ordinance.
10. Elimination of the Redlands Boulevard commercial component changes the economic analysis that was the basis for the overrides on the original EIR. **I did not see any**

reference to an updated economic analysis and this must be done prior to your vote. With every warehouse our City approves we are condemning future residents to a life of commuting. This is because so much job producing land is being consumed by warehouses which produce very few jobs per acre and even those are being automated at a rapid rate — even trucking will be automated/self driving.

11. The project includes a conveyor bridge to connect the two buildings. There is not much information about the design or operation of this aspect, so it is not possible to know whether it may entail any aesthetic, noise, lighting, or traffic safety (distraction for freeway traffic) impacts not already disclosed. How will vegetation be used to hide this ugly feature? **Our City has a very poor record of using appropriate vegetation to hide/soften these cement boxes as well as filtering the toxic diesel pollution coming from the site.**

12. The site plan shows an 18-foot-wide trail easement wedged between Redlands Boulevard and the new fire lane that stops when it hits the new traffic circle. It is not clear whether or how the addendum addresses trail impacts. Prologis and Aldi have trails to the immediate west and need to connect to this project as well as others.

13. The traffic circle at Redlands Boulevard seems to push the improvements north. There are unusual circumstances here with the proximity of the existing freeway ramps and the grade going over the bridge; it is not clear this has been considered in the addendum.

The agreement requires either side to notify the other of a breach within 30 days.

This project doesn't do an adequate job of analyzing the Greenhouse Gas (GHG) impacts and impacts to energy. The mitigation measures fail to reduce both of these to a level of insignificance and the project has not been required to do so. Much more solar is needed to cover all electrical demand, electric yard goats/hostlers, electric forklifts and requiring only 2010 or newer diesel trucks as well as other measures must be required. The project needs to be pre-wired for electric Auxiliary Power Units (APU), electric semi-trucks, electric two axil trucks, and electric cars to reduce pollution and GHG.

The project needs to be at least LEED certified to a level of Silver to help reduce some of its many impacts on the environment as well as the health of its employees and surrounding existing/future residents. **This is a signature entrance to our City and it appears that this is simply another cement box with a couple of curves. You must demand much more.**

This Project should not be approved this evening without much more additional information provided to you.

Please keep us informed in a timely manner of all future meetings and documents related to this project.

Sincerely,

George Hague
Sierra Club
Moreno Valley Group
Conservation Chair

Jeff Zwack

From: Keri Then <kerithen@earthlink.net>
Sent: Thursday, March 28, 2019 11:24 AM
To: Jeff Zwack
Cc: CityAttorney; David Marquez; Dr. Carla J. Thornton; Victoria Baca; Ulises Cabrera; Dr. Yxstian A. Gutierrez; City Clerk
Subject: Planning Commission - Agenda Item 1. Oppose Expansion of Sketchers Warehouse

Dear Mr. Zwack,

I oppose the the rezoning and expansion of the Sketchers warehouse based on the following reasons:

- The RCTC new regional warehouse fee - \$.65 per sf, that SHOULD be imposed on new warehouses, i.e., HF & Sketchers, will not mitigate the impact on our highways. The County's 2018 study determined the money will be used to improve roads in Corona and Riverside - not Moreno Valley. It's as though our roads (and Air & Water) are not impacted by the trucks coming to/from the warehouses located here. See full RCTC Report https://www.rctc.org/wp-content/uploads/2018/10/RCTC_Widescreen_Stakeholders-2.pdf
- I oppose the additional Sketchers warehouses based on the lack of comprehension regional planning to assess what's already built and the fact that there is no plan in place to reuse these mega concrete structures once the e-commerce industry bails on the IE for closer, greener pastures, or starts to feel the impact of tariffs and stops shipping cheap goods in from overseas.

I would also request that Planning Commissions Mr. Harris and Ms. Stephens recuse themselves from the vote on Agenda Item 1 and leave the room. They might find it very difficult to state that they have never received money from this developer.

Keri A. Then
 909-223-2608

Jeff Zwack

From: Ann McKibben <atmckibben@roadrunner.com>
Sent: Thursday, March 28, 2019 3:25 PM
To: Jeff Zwack; City Clerk
Subject: MV Planning Commission; March 28 Meeting, Agenda Item 1

28 March 2019

Via email: Jeff Zwack, jeffz@moval.org & City Clerk, CityClerk@moval.org

Moreno Valley Planning Commission
 City of Moreno Valley
 14177 Frederick Street
 Moreno Valley, CA 92553

Dear Planning Commission Members:

Re: Agenda Item 1, PEN18-0191, PEN18-0192, PEN18-0254, PEN18-0193

I am writing to ask that you Vote No on Agenda Item 1.

I don't agree with the need to make the suggested land use changes. I don't agree with adding 74 truck-loading docks with the related diesel trucks to clog our roads and pollute our air.

It is disappointing that the city is unwilling and unable to diversify its economic base. How many warehouses can the city expect to sustain? How many warehouses built on speculation can the city approve? How many warehouses in surrounding communities will siphon off businesses locating in Moreno Valley?

The existing Skechers building is an eyesore. Many times I have been asked by people living outside of town who drive along Highway 60, "What is that building? It is so ugly." In this case, expanding the building would make it even more of an eyesore.

Once again, please vote not on Agenda Item 1.

Sincerely,

Ann McKibben
 23296 Sonnet Drive
 Moreno Valley, CA 92557

Jeff Zwack

From: Patty Nevins
Sent: Thursday, March 28, 2019 3:34 PM
To: Chris Ormsby; Jeff Zwack
Cc: Richard Sandzimier
Subject: Fwd: Skechers Addition

Sent from my Verizon, Samsung Galaxy smartphone

----- Original message -----

From: Vera Sanchez <veras@moval.org>
Date: 3/28/19 3:30 PM (GMT-08:00)
To: Patty Nevins <pattyn@moval.org>
Subject: FW: Skechers Addition

Vera Sanchez

**Senior Administrative Assistant
 Community Development
 City of Moreno Valley**

p: 951.413.3207 | e: veras@moval.org W: www.moval.org
 14177 Frederick St., Moreno Valley, CA 92553

From: Richard Archer <rlfa17@yahoo.com>
Sent: Thursday, March 28, 2019 3:07 PM
To: Planning Email <PlanningEmail@moval.org>
Subject: Skechers Addition

Dear Ms Nevins:

I wanted to voice my personal support for the Skechers Addition Project, now being considered. I had been a Building Department Accreditation Program Manager for several years and had direct dealings with the Leeds Certification Programs. Our company was also researching the possibility of offering a Green Construction Accreditation Program. As such, I have a great appreciation for the criteria required to achieve the level of excellence that was accomplished with the original Skechers project. Highland Fairview did an outstanding job in executing and seeing to fruition what is an extraordinary asset for the Moreno Valley Community.

I am confident that HF will look to exceed their previous performance with the new Skechers project as proposed. It is my hope that the Commission will vote unanimously their approval to move it forward.

Sincerely,

Richard L F Archer, Sr

Attachment: PC Handout - Public Correspondence (3530 : Highland Fairview GPA, Change of Zone, Plot Plan, Addendum to EIR)

Jeff Zwack

From: Lindsay Robinson <lr92555@gmail.com>
Sent: Thursday, March 28, 2019 3:46 PM
To: Jeff Zwack
Cc: Jeff Bradshaw; Jeffrey Sims; Patricia Korzec; Alvin Dejohnette; Robert Harris; JoAnn Stephan; Ray Baker
Subject: Oppose HF request for rezone, change in general plan, addendum to EIR

Dear Commissioners, Mr. Zwack, city staff,

I am writing to oppose the city's recommendation to allow Highland Fairview to rezone the NE corner of Redlands/Eucalyptus, change the general plan and to add an addendum to an EIR that is 10+ years old.

Highland Fairview has had 10 years to finish building phase 2 and 3 of the HF Business park and done nothing. In order to get the initial rezoning to allow the skechers warehouse he promised 2000 jobs that never materialized. Our final build out plan was tossed aside to accommodate his request. Losing the retail and business park aspect if this change is allowed will not benefit the community and will certainly cut the promised number of jobs due to automation. Retail and office space, not bigger warehouses are needed.

For far too long the city has bent over backwards to cater to Mr. Benzeevi with his renaming to Rancho Belago (city paid for signs), pushing Nason thru to benefit his Aquabella property (never built, money pulled from other projects for his benefit), having city under Henry Garcia prepare/promote wlc (taxpayer funds again), suing JPA to stop their Medical corridor-in effect suing ourselves, because he wanted to build a medical corridor (not done and lawsuit dropped when cooler heads prevailed), convincing city to put a moratorium on warehouses along the east 60 to delay Prologis, promising 2000 jobs to get the rezoning for skechers warehouse (not even close), costly lawsuits over faulty wlc EIR (residents pointed out so many flaws during the hearings, but council ignored), illegal initiative where he hired folks to threaten, harass and intimidate residents (breaking federal, state, local laws), renaming Historically recognized Theodore St (taxpayer funded), city is now jumping over Moreno Beach and Redlands to improve Theodore/60 interchange- and at city meeting the city is now going to improve Eucalyptus below skechers which is his responsibility (taxpayers again), and on and on. The city would not have done any of this on their own without pressure from HF- specifically Mr. Benzeevi.

Mr. Harris should ethically recuse himself from this item as he served on Mr. Benzeevi's PACs and benefited from his participation. Additionally his partner Chip was one of those illegally blocking during our signature gathering and also illegally removed signs.

It's time for the city to stand up and say no more benefits from the public funds. It's time to say no to more changes until he completes an existing project. He's received too many benefits from public funds already and not provided what he has promised.

Please do not approve this rezoning nor change to the general plan to allow another massive warehouse in an area that was never intended for warehouses to begin with. An addendum to an outdated EIR should not be accepted especially based on the article cited. There are more trucks than our roads can handle and they are not following proper truck routes knowing there is little to no enforcement (including improperly exiting onto Redlands from skechers).

Thank you,
 Lindsay Robinson

March 28, 2019

RE: Skechers Expansion (PEN 18-00191, PEN 18-0192, PEN 18-0193, PEN 18-0254)

Dear Planning Commissioner,

You have an enormous staff report and supporting documents to review in what seems to be an unreasonably short time in which to review and evaluate all that is proposed with the Skechers expansion. My time, like yours, is limited and only so much could be reviewed in less than a week. Below are just a few items I wanted to bring to your attention. It is my feeling that the plans you are reviewing do not depict all that should be included and thus the built facility and property will not be as you expect nor favorable to the local residents. Please give consideration to the comments below and request that the project be continued to address these comments and all other comments that come forth from others and yourselves.

1. The existing Skecher project's conditions of approval [all associated with Plot Plan (PA07-0091), and a Tentative Parcel Map] include conditions that go into effect with the development of the current project site and yet some of them are not likely addressed nor included in the new project's conditions.
2. In the Conditions of Approval for the HFCP project, and as amended by City Council, require the developer to cover the fair share costs for installation of roadway, intersections, and trails. There is limited reference to the requirements being met with this project yet they are requirements for this phase of development.
3. The PC should require that all required project area trails be installed with this project's development. COA 178 requires it to be identified on the plan but that condition seems to be after the fact. This multi-use trail was required along the north side of Eucalyptus but never installed when the existing Skechers was built. The trail is still required but it is not shown on the site or landscape plans nor is there any reference to its required installation. Those plans should be revised to include the trail and associated landscape improvement so the Planning Commission can see just how the trails interface with the project and the community. The multi-use trail has been installed all along Eucalyptus west of Redlands Blvd.
4. A more comprehensive landscape plan should be provided that expands the landscape buffer beyond the roundabout at Redlands and Eucalyptus. The landscape plan provided in the staff report contains no tree planting near the intersection on Eucalyptus or along Redlands heading towards the overpass. Previous project Conditions of Approval required both of these areas to be landscaped to screen parking lot and provide buffering.
5. The intersection of Redland and Eucalyptus should include a significant landscape entry statement. Currently, there is a better landscape entry statement at Fredrick and Alessandro. This project should have even more than this.
6. Previous COA required SR-60 off-ramp improvements which need to be completed prior to occupancy of this new facility. Believe improvements were required with the other warehouse to the west on Eucalyptus but nothing more has been completed since Prologics has been getting final occupancy release.

7. The Planning Commission should be asking to see a calculation of the zoning acreages of land still available for development in each zoning designation before considering changing any designation. The City has done a poor job over the past 10 years maintaining consistency with the General Plan Land Uses. The initial loss of the Business Park zoning, along the freeway frontage, and now the Commercial zoning further diminish the City's ability to offer diverse development and job opportunities not to mention the lost tax revenue businesses in those zoning districts typically generate. This property has freeway visibility with is a premium Moreno Valley seems too willing to squander.
8. In the addendum the text for some Mitigation Measure has been removed and replaced with a comment writing off the MM as addressed, but without the text there is no way of understanding what was done to achieve mitigation. Example below notes the MM LU-2 is no longer applicable yet I don't know what MM LU-1 should be requiring. Additionally, this project area is not within the WLC-SP so an explanation is needed to understand the tie-in if the MM is not considered applicable.

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

9. What did Caltrans have to say about the round-about concept as it is in close proximity to the SR-60 eastbound ramps.
10. Plot Plan COA 2 references the wrong project file number which is a CUP project being heard by the PC on 3/28/19. Believe it should be PA07-0091.
11. Plot Plan COA 138 defines a 37 foot wide easement which as described calculates to 53 feet. COA 139 has a similar easement description that makes little sense either.
12. Where on-line (MV website) did the City post the Notice of Availability for the EIR Addendum or for the upcoming hearing? The Addendum is dated March 18, 2019, which means it was complete just 10 days before the hearing. The City should have provided a longer review period and should have notified all review parties of the original HFCP EIR. Don't see any indication this was done.
13. Please give serious consideration to expanding the 300 foot noticing radius for large lot projects. With the large lots around this project site it is likely notifications were sent to less than half a dozen different property owners.

Thanks for your consideration.

Tom Thornsley
Moreno Valley

Responses received as of close of business on 3/26/19

Highland Fairview Corporate Park PEN18-0254

3/26/19

I'm against sketchers expanding... the larger footprint and higher truck traffic, pollution and the fact they are highly automated all all good reasons!

3/26/19

I am against any expansion of sketchers as we don't want the extra pollution and truck trips. They are very automated even when they promised so many jobs.

No more traffic and pollution.

3/26/19

Good afternoon Planning Commission Members and Staff,

I am briefly writing to express my opposition to approval of a General Plan amendment allowing for construction and zoning changes of a new 750,000 square foot distribution center for Skechers in the Highland Fairview Corporate Park. This part of the Friday regular meeting agenda.

I personally do not oppose the introduction of industrial buildings to eastern Moreno Valley and understand Skechers is expanding its product inventory and needs larger storage capacity in the form of an of additional building. The eastern area I feel needs development, but also strong planning that can maintain sustainability and balance with what's currently around it. At the present, I feel the plans to expand the facility will create immediate conflicts with the surrounding area and leave open many questions about infrastructure and impact.

Before I address these points, I first want to highlight upfront concerns and questions about objectivity of most members of the present Planning Commission in regards to topics related to Highland Fairview. Most members were appointed by Mayor Yxstian Gutierrez who has benefitted in his election campaigns from literally hundreds of thousands of campaign donations made from Highland Fairview Super PACs since 2014. The same is true of Mayor Pro-Tem Victoria Baca of whom and the mayor many of the commissioners are personal friends with, have worked on campaigns alongside, or jointly for Super PACs and campaigns organized by Highland Fairview in the past including in regards to the World Logistics Center. Many have vocally spoken in favor of related Highland Fairview proposals as well.

At least half of the current Planning Commission has taken part of one of the related activities from above. The question of objectivity concerning this company is a very serious matter for many in the public including myself. Many are not sure if we can trust the current members not

to simply rubber stamp items for Highland Fairview in the future which can also be said for the current city council majority also.

It's my recommendation for the sake of the impression of transparency and objectivity that the board for this meeting have a quorum of only the members who have not been part of Super PACs for the Highland Fairview or similar campaigns. This is not a legal requirement, but would go a long way to show this board is committed to fair and non-biased consideration of any new building proposals from Highland Fairview and others. Failure to do so in my opinion would further reinforce the widely felt public impression of unethical favoritism to this company.

Moving along to the problems with the new Skechers facility itself, is that the change of plot plan and zoning eliminate commercial space on the western edge of Redlands Boulevard that could be used for services that residents along Redlands Boulevard will need in the future ranging from gas stations, to grocery stores, and other storefront businesses that may appear in a shopping center in an area fed by a growing population in the future. It also limits the diverse types of businesses found there and job creation that could be produced by using the space for one particular building.

A second major drawback of the current plan is that if the building permits are approved and construction ultimately begins, an expanded interchange or freeway bridge for Redlands Boulevard to handle an increased amount of traffic will certainly be needed if vehicle traffic from the site uses it. This interchange already backs up and is congested due to current morning traffic, it especially is when the freeway is closed to accidents and fires. It can back up into other roads nearby including San Timoteo Canyon and Gilman Springs Road. As of my last questioning of the city there wasn't even a study for a new interchange for Redlands Boulevard commissioned only Theodore Street and Moreno Beach Drive. Most trucks and vehicles from the Skechers distribution center use Redlands Boulevard and the unpaved section of Eucalyptus Avenue. Code enforcement nor the police have done much to counter this issue.

If a new facility is added the question of whether they should be allowed to use Redlands Boulevard or will continue to agree to regulations presently used that they already violate remains to be seen and needs to be addressed.

Will new vehicle traffic cause not only larger back ups of Redlands Boulevard which has twelve times the flow as Theodore Street does and also further damage a fifty three year old freeway interchange that already needs expansion and improvement with what uses it currently. This bridge doesn't have updated studies to proceed nor a source of funding unlike the Measure A for Moreno Beach Drive and a federal grant for Theodore Street. Will there be a source of funding to make these improvements especially before this and other distribution facilities from Prologis' property add tenants and open for operation?

Another drawback to the current plan study are over the need for roundabouts which are completely unnecessary at this time given only two distribution centers have access to this portion of Redlands Boulevard. Most of the western development along Redlands Boulevard or zoning is currently mixed use or residential. The western portion of Eucalyptus isn't connected fully between Redlands Boulevard and Moreno Beach Drive. It won't be unless the Prologis development reaches buildout first or another source of funding is found. The eastern area of Redlands Boulevard is zoned for mixed use and commercial on the southern end. Other

portions are under legal dispute right now regarding litigation from the World Logistics Center which still has its current Environmental Impact Report needing replacement by Highland Fairview. Many like myself feel this process will eventually be too costly for Highland Fairview and will cause them to seek a different rezoning in the future that doesn't need roundabouts. Before allowing use of these constructed for traffic mitigation, the city needs to wait and see the ultimate outcome for that type of development in the eastern end of the community before using public funds that could use an alternative mitigation first.

Even if in the future there is significant logistics or industrial development there, roundabouts can be alternated by more traditional street designs and technology. No matter what is there, traffic collision risk increases through roundabouts which overall are a general safety hazard for commuters and traffic on Redlands Boulevard going onto the freeway or over it. This is especially true if industrial development lags or never occurs for it to be used. This confluence alone negatively impacts commerce and travel in itself let alone from increased truck and vehicle traffic heading in and out of a new 35 acre distribution center. My recommendation is to permanently leave this as a traditional intersection design as an alternative no matter the eventual type of construction there.

Another common question is who or what will fund the needed infrastructure improvements if this distribution center is to be constructed in the near future. Highland Fairview was once contracted to complete Eucalyptus Avenue for any second phase of the corporate park and interchanges needed and is currently for some aspects regarding the World Logistics Center. In 2018, the city considered construction of this same area as an alternate construction route if a new Theodore Street interchange were added. That plan included the city funding Eucalyptus Avenue as a temporary construction route. Who will fund these needed pieces of infrastructure, the city itself or other parties? Will they include resources from Highland Fairview that will be adding a significant amount of traffic to this interchange? This is a valid concern as projects such as the nearby Prologis property have been approved and not completed such as the Moreno Beach Drive interchange. Once these other properties reach buildout a need for a new interchange is imminent.

Beyond these immediate impacts there are alternatives to the site plan and other factors to consider from the applicant itself. When the first Skechers distribution center was completed in 2011, it first promised 1,000 permanent positions with just the original phase to begin. Both Skechers and Highland Fairview who jointly own this building through now two joint ventures, namely Highland Fairview Logistics, made statements of this kind. The reality was almost no positions were created by the new building. Skechers eliminated 400 positions in a net loss from five pre-existing distribution centers near Ontario International Airport due to a more condensed operation and automation. At peak season, no more than about 400 employees even use this facility. Most of these positions are minimum wage in the retail store, employees who sort and pack inside of the distribution center, or similar. Many are not residents of Moreno Valley for the few positions even created in the years after the facility opening. I previously knew the associate manager of the retail store who lived in Cherry Valley and was transferred from Ontario as well as others employed in the distribution center as temporary labor or who worked in the store only able to acquire part-time hours because no more could be expanded. The only addition that has occurred since is the cafe inside which produces only similar types of minimum wage service positions.

Highland Fairview itself has promised tens of thousands of jobs with the World Logistics Center and other proposals previously such as Moreno Highlands, the Moreno International Trade Center, and similar projections for this same property. Iddo Benzeevi has owned the World Logistics Center properties since 1985 through the dissolved entity Benzeevi-Cohen Corp first which ultimately merged into Highland Fairview around 2004. Both firms promoted Moreno Highlands projected to have 20 and 30,000 jobs with mixed use development and the Moreno International Trade Center logistics aerospace airport with estimates as high as 50,000 jobs. Neither concept nor any other Benzeevi or these companies have brought forward at all materialized, lived up to promises projected, or were even completed by them as claimed.

Given the track record of the past claims for these parties there is little reason now that this new expansion will be different or produce more types of positions than already mentioned. With thirty-five years of activity in Moreno Valley and Southern California with literally no results there is enormous doubt another phase will even be completed to begin with from Highland Fairview or its partner.

Even if there is a completed distribution center it seems eliminating the previous zoning from commercial to logistics would reduce the ultimate possible job creation by taking out different types of possible business construction.

Highland Fairview will claim it alone produced the Skechers distribution center which by itself is false as the property is owned through three joint ventures with Skechers USA including Highland Fairview Partners and Highland Fairview Logistics which is actually a subsidiary corporation of Skechers USA to finish construction on the distribution center. We are already seeing a business which did not and will not produce what is claims.

Another possible obstacle is that Highland Fairview's is operated with a small executive under by Iddo Benzeevi who is its president and Chief Executive Officer. Benzeevi besides having formed Highland Fairview also did so another company based in Visalia, Healthcare Conglomerate Associates or HCCA that previously managed Tulare County Regional Medical Center and Southern Inyo Hospital in the Central Valley.

This company in 2017 was stripped of its management contract by the boards operating both medical facilities. Both also were closed to the public following management from HCCA, one for almost a year. HCCA including Iddo Benzeevi and his younger brother Yorai Benny Benzeevi who served as the firm's CEO and former medical doctor are under criminal investigation by the Tulare County District Attorney's office. Not only does it give solid questions about the management of Highland Fairview and ethics, but a reasonable possibility exists Iddo Benzeevi could be criminally indicted by this probe in the future. His absence from Highland Fairview's small executive team could be a negative hindrance to a new distribution center moving forward given Skechers is bringing about the second phase with it as a partnership and joint venture. Until this probe is resolved than it may be time not to pursue or allow for a second phase. Highland Fairview's first general contractor also in 2011 left construction of the project breaking promises of using regional labor as three firms were later commissioned from Orange County. Many of the companies used in the construction out as part of mechanical liens unpaid for months and years after the first Skechers building was completed. Highland Fairview as a whole has a poor and thon track record of building and following through with completed agreements. This has been true for decades of Benzeevi's companies.

There are possible solutions to the more immediate negative drawbacks of the plan. Requiring Highland Fairview to move the site south of its already existing facility could keep the current zoning from other needed business uses. Having it along Theodore Street or only allowed to use Eucalyptus to this portion on some level also reduces negative impact from traffic of vehicles entering and leaving. There is no need for any roundabouts until a future and more large scale development occurs, especially if Highland Fairview changes what it intends to do with the property in the future. They are not needed anyway for semi traffic on any magnitude as it is.

If there is not some mitigation to this, there could be an increased chance of further litigation over the approval of a new Skechers distribution center due to alleged flaws in the Environmental Impact Report or some other aspect of planning like infrastructure. Litigation continues and has successfully halted parts of the documents for the World Logistics Center Environmental Impact which has already shown Highland Fairview did poorly and non-transparently in planning for this and probably will for any building for Skechers. Either way the city has already expended hundreds of thousands of dollars in legal fees for litigation regarding Highland Fairview proposals which it has very slowly been reimbursed by this company in the process. The litigation has already negatively impacted the credibility and reputation of the city for these aspects, especially lost litigation, and likely will again because of a rapid approval process for a building that potentially would be in the larger property of the World Logistics Center. It's as if the city fails to learn from the past or doesn't care about adequate planning practices to protect the public from environmental impacts or mitigation the traffic either. This may or may not be the case of the city staff, but more negative legal outcomes or press will solidify this impression in the minds of much of the public.

The city cannot continue to ignore these factors, it only harms its ability to do business and reputation, especially in regards to the impression of ethics.

I sincerely hope you take and consider many of the concerns I have over the current plans and process for this approval seriously and with objectivity. Moreno Valley needs fair, trustworthy, and ethical representation in future planning and development. I hope you all can bring it.

3/26/19

Chris,

Thanks for the follow through with the docs requested. Have not yet heard a response back from Jeff Zwack and have to ask when and why he has a title of Planning Consultant doing MV planning reports. The report and addendum are a tremendous amount of material to review in the little spare time I and I expect most Commissioners have. Would like to know what other material the Planning Commissioners might have received, such as full size plans for the project. Just viewing the plans at the end of the report leaves me with a lot of questions that might be answered with better graphics. If something more is available, please make it available.

Jeff Zwack

From: George Hague <gbhague@gmail.com>
Sent: Thursday, March 28, 2019 10:16 AM
To: Jeff Zwack
Cc: City Clerk; Chris Ormsby
Subject: Comments for the Planning Commission & Skechers Expansion (item 1)and Settlement Agreement
Attachments: Highland Fairview Settlement Agreement0001(1).pdf; ATT00001.htm

Good morning Moreno Valley Planning Commissioners,

RE: **PROJECT:**

PEN18-0191 – General Plan Amendment

PEN18-0192 – Change of Zone

PEN18-0193 – EIR Addendum

PEN18-0254 –Plot Plan for a 768,000 square foot industrial building

There is an existing settlement agreement between Highland Fairview and the Sierra Club on the original Sketchers project which includes this land/proposal. It along with its Exhibits A and B are attached and must be printed out for your reading prior to any vote. The City has previously been given the settlement agreement and asked if they are in compliance with this new project, but no response has been returned. The City is a signatory to the agreement and must make sure that this proposed change in the original Sketcher project is in compliance. I hope all of you have been provided a copy before now. I have been waiting unsuccessfully for the City's response before finally writing this email.

I hope all of you will ask question and demand answers after reading all the material you have been given. You may find some to ask by reading what is written below as well as the attached settlement agreement along with its two Exhibits.

Some of the concerns are listed below, but others also exist:

1. The applicant for this proposal is an entirely new entity from any of those identified under the defined term "Highland Fairview".
2. The settlement agreement includes a provision in which the Club agrees not to challenge a modified "project" as long as there are no significant impacts. I would argue that the General Plan Amendment component removing the commercial designation at the west end of the site goes beyond a modification of the "Project". This is particularly true in light of the agreement clause in which HF agreed to include a commercial buffer as part of the World Logistic Center. (WLC).

3. **The current proposal includes a City-wide amendment to the Circulation Element that is so poorly disclosed/explained that it is impossible to understand the intent or the potential impacts. Do not let this happen without your full and complete understanding.**
4. The traffic analysis seems to rely on peak hour traffic counts taken over one four-day period in May to support substantially reduced traffic volumes based on the Skechers operation. If they are going to rely on such a narrow analysis, the conditions and/or mitigation measures need to restrict the user to Skechers. **Peak times like the opening of school and the holidays is the better times of year for impacts to be measured. May is after basketball season and for other reasons is a poor time to rely on traffic numbers from Sketchers to protect residents from the impacts from the project..**
5. They are modifying existing mitigation measures which need to be fully disclosed and easily understood by the public. This is not the case and must be remedied.
6. They simply dismiss the "changed circumstances" aspect of the addendum analysis by stating that there are none. In contrast, they rely on the WLC to update the implementation status of several of the mitigation measures. The WLC approval and the now operating Aldi, and Prologis projects are obvious changed circumstances that warrant consideration, particularly with respect to cumulative, growth inducing as well as direct and indirect impacts.
7. The text of the staff report refers to a standard intersection configuration for Redlands/Eucalyptus, but all of the exhibits I show the proposed traffic circle. Also, the traffic circle design includes impacts west of current Redlands Boulevard. It is not clear from the materials in the staff report whether this was considered in the technical reports (particularly for biological resources and cultural resources.) Could also be an issue for noise and other impacts on future residential uses as the adjoining lands south of Eucalyptus and west of Redlands are still designated for residential uses.
8. One of the traffic memorandums states that trucks will not be allowed to use Redlands Boulevard, but I did not find any such restriction in my review of the conditions or the mitigation measures. The site plan included with the Planning Commission packet includes notes for signs on the traffic circle to tell truckers they must use Theodore and that they may not go south on Redlands, but we know signs mean nothing.
9. There are several aspects of the agreement that the City/HF have not performed on - WLC commercial buffer, freeway signs to direct traffic to Theodore, trucks using Redlands, enforcement of truck idling, a mitigation program for SR60, LEDs in City streetlights, and dark sky ordinance.
10. Elimination of the Redlands Boulevard commercial component changes the economic analysis that was the basis for the overrides on the original EIR. **I did not see any**

reference to an updated economic analysis and this must be done prior to your vote. With every warehouse our City approves we are condemning future residents to a life of commuting. This is because so much job producing land is being consumed by warehouses which produce very few jobs per acre and even those are being automated at a rapid rate — even trucking will be automated/self driving.

11. The project includes a conveyor bridge to connect the two buildings. There is not much information about the design or operation of this aspect, so it is not possible to know whether it may entail any aesthetic, noise, lighting, or traffic safety (distraction for freeway traffic) impacts not already disclosed. How will vegetation be used to hide this ugly feature? **Our City has a very poor record of using appropriate vegetation to hide/soften these cement boxes as well as filtering the toxic diesel pollution coming from the site.**

12. The site plan shows an 18-foot-wide trail easement wedged between Redlands Boulevard and the new fire lane that stops when it hits the new traffic circle. It is not clear whether or how the addendum addresses trail impacts. Prologis and Aldi have trails to the immediate west and need to connect to this project as well as others.

13. The traffic circle at Redlands Boulevard seems to push the improvements north. There are unusual circumstances here with the proximity of the existing freeway ramps and the grade going over the bridge; it is not clear this has been considered in the addendum.

The agreement requires either side to notify the other of a breach within 30 days.

This project doesn't do an adequate job of analyzing the Greenhouse Gas (GHG) impacts and impacts to energy. The mitigation measures fail to reduce both of these to a level of insignificance and the project has not been required to do so. Much more solar is needed to cover all electrical demand, electric yard goats/hostlers, electric forklifts and requiring only 2010 or newer diesel trucks as well as other measures must be required. The project needs to be pre-wired for electric Auxiliary Power Units (APU), electric semi-trucks, electric two axil trucks, and electric cars to reduce pollution and GHG.

The project needs to be at least LEED certified to a level of Silver to help reduce some of its many impacts on the environment as well as the health of its employees and surrounding existing/future residents. **This is a signature entrance to our City and it appears that this is simply another cement box with a couple of curves. You must demand much more.**

This Project should not be approved this evening without much more additional information provided to you.

Please keep us informed in a timely manner of all future meetings and documents related to this project.

Sincerely,

George Hague
Sierra Club
Moreno Valley Group
Conservation Chair

Attachment: PC Handout - Public Correspondence (3530 : Highland Fairview GPA, Change of Zone, Plot Plan, Addendum to EIR)

Jeff Zwack

From: Keri Then <kerithen@earthlink.net>
Sent: Thursday, March 28, 2019 11:24 AM
To: Jeff Zwack
Cc: CityAttorney; David Marquez; Dr. Carla J. Thornton; Victoria Baca; Ulises Cabrera; Dr. Yxstian A. Gutierrez; City Clerk
Subject: Planning Commission - Agenda Item 1. Oppose Expansion of Sketchers Warehouse

Dear Mr. Zwack,

I oppose the the rezoning and expansion of the Sketchers warehouse based on the following reasons:

- The RCTC new regional warehouse fee - \$.65 per sf, that SHOULD be imposed on new warehouses, i.e., HF & Sketchers, will not mitigate the impact on our highways. The County's 2018 study determined the money will be used to improve roads in Corona and Riverside - not Moreno Valley. It's as though our roads (and Air & Water) are not impacted by the trucks coming to/from the warehouses located here. See full RCTC Report https://www.rctc.org/wp-content/uploads/2018/10/RCTC_Widescreen_Stakeholders-2.pdf
- I oppose the additional Sketchers warehouses based on the lack of comprehension regional planning to assess what's already built and the fact that there is no plan in place to reuse these mega concrete structures once the e-commerce industry bails on the IE for closer, greener pastures, or starts to feel the impact of tariffs and stops shipping cheap goods in from overseas.

I would also request that Planning Commissions Mr. Harris and Ms. Stephens recuse themselves from the vote on Agenda Item 1 and leave the room. They might find it very difficult to state that they have never received money from this developer.

Keri A. Then
 909-223-2608

Jeff Zwack

From: Ann McKibben <atmckibben@roadrunner.com>
Sent: Thursday, March 28, 2019 3:25 PM
To: Jeff Zwack; City Clerk
Subject: MV Planning Commission; March 28 Meeting, Agenda Item 1

28 March 2019

Via email: Jeff Zwack, jeffz@moval.org & City Clerk, CityClerk@moval.org

Moreno Valley Planning Commission
 City of Moreno Valley
 14177 Frederick Street
 Moreno Valley, CA 92553

Dear Planning Commission Members:

Re: Agenda Item 1, PEN18-0191, PEN18-0192, PEN18-0254, PEN18-0193

I am writing to ask that you Vote No on Agenda Item 1.

I don't agree with the need to make the suggested land use changes. I don't agree with adding 74 truck-loading docks with the related diesel trucks to clog our roads and pollute our air.

It is disappointing that the city is unwilling and unable to diversify its economic base. How many warehouses can the city expect to sustain? How many warehouses built on speculation can the city approve? How many warehouses in surrounding communities will siphon off businesses locating in Moreno Valley?

The existing Skechers building is an eyesore. Many times I have been asked by people living outside of town who drive along Highway 60, "What is that building? It is so ugly." In this case, expanding the building would make it even more of an eyesore.

Once again, please vote not on Agenda Item 1.

Sincerely,

Ann McKibben
 23296 Sonnet Drive
 Moreno Valley, CA 92557

Jeff Zwack

From: Patty Nevins
Sent: Thursday, March 28, 2019 3:34 PM
To: Chris Ormsby; Jeff Zwack
Cc: Richard Sandzimier
Subject: Fwd: Skechers Addition

Sent from my Verizon, Samsung Galaxy smartphone

----- Original message -----

From: Vera Sanchez <veras@moval.org>
Date: 3/28/19 3:30 PM (GMT-08:00)
To: Patty Nevins <pattyn@moval.org>
Subject: FW: Skechers Addition

Vera Sanchez

**Senior Administrative Assistant
 Community Development
 City of Moreno Valley**

p: 951.413.3207 | e: veras@moval.org w: www.moval.org
 14177 Frederick St., Moreno Valley, CA 92553

From: Richard Archer <rlfa17@yahoo.com>
Sent: Thursday, March 28, 2019 3:07 PM
To: Planning Email <PlanningEmail@moval.org>
Subject: Skechers Addition

Dear Ms Nevins:

I wanted to voice my personal support for the Skechers Addition Project, now being considered. I had been a Building Department Accreditation Program Manager for several years and had direct dealings with the Leeds Certification Programs. Our company was also researching the possibility of offering a Green Construction Accreditation Program. As such, I have a great appreciation for the criteria required to achieve the level of excellence that was accomplished with the original Skechers project. Highland Fairview did an outstanding job in executing and seeing to fruition what is an extraordinary asset for the Moreno Valley Community.

I am confident that HF will look to exceed their previous performance with the new Skechers project as proposed. It is my hope that the Commission will vote unanimously their approval to move it forward.

Sincerely,

Richard L F Archer, Sr

Attachment: PC Handout - Public Correspondence (3530 : Highland Fairview GPA, Change of Zone, Plot Plan, Addendum to EIR)

Jeff Zwack

From: Lindsay Robinson <lr92555@gmail.com>
Sent: Thursday, March 28, 2019 3:46 PM
To: Jeff Zwack
Cc: Jeff Bradshaw; Jeffrey Sims; Patricia Korzec; Alvin Dejohnette; Robert Harris; JoAnn Stephan; Ray Baker
Subject: Oppose HF request for rezone, change in general plan, addendum to EIR

Dear Commissioners, Mr. Zwack, city staff,

I am writing to oppose the city's recommendation to allow Highland Fairview to rezone the NE corner of Redlands/Eucalyptus, change the general plan and to add an addendum to an EIR that is 10+ years old.

Highland Fairview has had 10 years to finish building phase 2 and 3 of the HF Business park and done nothing. In order to get the initial rezoning to allow the skechers warehouse he promised 2000 jobs that never materialized. Our final build out plan was tossed aside to accommodate his request. Losing the retail and business park aspect if this change is allowed will not benefit the community and will certainly cut the promised number of jobs due to automation. Retail and office space, not bigger warehouses are needed.

For far too long the city has bent over backwards to cater to Mr. Benzeevi with his renaming to Rancho Belago (city paid for signs), pushing Nason thru to benefit his Aquabella property (never built, money pulled from other projects for his benefit), having city under Henry Garcia prepare/promote wlc (taxpayer funds again), suing JPA to stop their Medical corridor-in effect suing ourselves, because he wanted to build a medical corridor (not done and lawsuit dropped when cooler heads prevailed), convincing city to put a moratorium on warehouses along the east 60 to delay Prologis, promising 2000 jobs to get the rezoning for skechers warehouse (not even close), costly lawsuits over faulty wlc EIR (residents pointed out so many flaws during the hearings, but council ignored), illegal initiative where he hired folks to threaten, harass and intimidate residents (breaking federal, state, local laws), renaming Historically recognized Theodore St (taxpayer funded), city is now jumping over Moreno Beach and Redlands to improve Theodore/60 interchange- and at city meeting the city is now going to improve Eucalyptus below skechers which is his responsibility (taxpayers again), and on and on. The city would not have done any of this on their own without pressure from HF- specifically Mr. Benzeevi.

Mr. Harris should ethically recuse himself from this item as he served on Mr. Benzeevi's PACs and benefited from his participation. Additionally his partner Chip was one of those illegally blocking during our signature gathering and also illegally removed signs.

It's time for the city to stand up and say no more benefits from the public funds. It's time to say no to more changes until he completes an existing project. He's received too many benefits from public funds already and not provided what he has promised.

Please do not approve this rezoning nor change to the general plan to allow another massive warehouse in an area that was never intended for warehouses to begin with. An addendum to an outdated EIR should not be accepted especially based on the article cited. There are more trucks than our roads can handle and they are not following proper truck routes knowing there is little to no enforcement (including improperly exiting onto Redlands from skechers).

Thank you,
 Lindsay Robinson

March 28, 2019

RE: Skechers Expansion (PEN 18-00191, PEN 18-0192, PEN 18-0193, PEN 18-0254)

Dear Planning Commissioner,

You have an enormous staff report and supporting documents to review in what seems to be an unreasonably short time in which to review and evaluate all that is proposed with the Skechers expansion. My time, like yours, is limited and only so much could be reviewed in less than a week. Below are just a few items I wanted to bring to your attention. It is my feeling that the plans you are reviewing do not depict all that should be included and thus the built facility and property will not be as you expect nor favorable to the local residents. Please give consideration to the comments below and request that the project be continued to address these comments and all other comments that come forth from others and yourselves.

1. The existing Skecher project's conditions of approval [all associated with Plot Plan (PA07-0091), and a Tentative Parcel Map] include conditions that go into effect with the development of the current project site and yet some of them are not likely addressed nor included in the new project's conditions.
2. In the Conditions of Approval for the HFCP project, and as amended by City Council, require the developer to cover the fair share costs for installation of roadway, intersections, and trails. There is limited reference to the requirements being met with this project yet they are requirements for this phase of development.
3. The PC should require that all required project area trails be installed with this project's development. COA 178 requires it to be identified on the plan but that condition seems to be after the fact. This multi-use trail was required along the north side of Eucalyptus but never installed when the existing Skechers was built. The trail is still required but it is not shown on the site or landscape plans nor is there any reference to its required installation. Those plans should be revised to include the trail and associated landscape improvement so the Planning Commission can see just how the trails interface with the project and the community. The multi-use trail has been installed all along Eucalyptus west of Redlands Blvd.
4. A more comprehensive landscape plan should be provided that expands the landscape buffer beyond the roundabout at Redlands and Eucalyptus. The landscape plan provided in the staff report contains no tree planting near the intersection on Eucalyptus or along Redlands heading towards the overpass. Previous project Conditions of Approval required both of these areas to be landscaped to screen parking lot and provide buffering.
5. The intersection of Redland and Eucalyptus should include a significant landscape entry statement. Currently, there is a better landscape entry statement at Fredrick and Alessandro. This project should have even more than this.
6. Previous COA required SR-60 off-ramp improvements which need to be completed prior to occupancy of this new facility. Believe improvements were required with the other warehouse to the west on Eucalyptus but nothing more has been completed since Prologics has been getting final occupancy release.

7. The Planning Commission should be asking to see a calculation of the zoning acreages of land still available for development in each zoning designation before considering changing any designation. The City has done a poor job over the past 10 years maintaining consistency with the General Plan Land Uses. The initial loss of the Business Park zoning, along the freeway frontage, and now the Commercial zoning further diminish the City's ability to offer diverse development and job opportunities not to mention the lost tax revenue businesses in those zoning districts typically generate. This property has freeway visibility with is a premium Moreno Valley seems too willing to squander.
8. In the addendum the text for some Mitigation Measure has been removed and replaced with a comment writing off the MM as addressed, but without the text there is no way of understanding what was done to achieve mitigation. Example below notes the MM LU-2 is no longer applicable yet I don't know what MM LU-1 should be requiring. Additionally, this project area is not within the WLC-SP so an explanation is needed to understand the tie-in if the MM is not considered applicable.

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

9. What did Caltrans have to say about the round-about concept as it is in close proximity to the SR-60 eastbound ramps.
10. Plot Plan COA 2 references the wrong project file number which is a CUP project being heard by the PC on 3/28/19. Believe it should be PA07-0091.
11. Plot Plan COA 138 defines a 37 foot wide easement which as described calculates to 53 feet. COA 139 has a similar easement description that makes little sense either.
12. Where on-line (MV website) did the City post the Notice of Availability for the EIR Addendum or for the upcoming hearing? The Addendum is dated March 18, 2019, which means it was complete just 10 days before the hearing. The City should have provided a longer review period and should have notified all review parties of the original HFCP EIR. Don't see any indication this was done.
13. Please give serious consideration to expanding the 300 foot noticing radius for large lot projects. With the large lots around this project site it is likely notifications were send to less than half a dozen different property owners.

Thanks for your consideration.

Tom Thornsley
Moreno Valley

Responses received as of close of business on 3/26/19Highland Fairview Corporate Park PEN18-0254

3/26/19

I'm against sketchers expanding... the larger footprint and higher truck traffic, pollution and the fact they are highly automated all all good reasons!

 3/26/19

I am against any expansion of sketchers as we don't want the extra pollution and truck trips. They are very automated even when they promised so many jobs.

No more traffic and pollution.

 3/26/19

Good afternoon Planning Commission Members and Staff,

I am briefly writing to express my opposition to approval of a General Plan amendment allowing for construction and zoning changes of a new 750,000 square foot distribution center for Skechers in the Highland Fairview Corporate Park. This part of the Friday regular meeting agenda.

I personally do not oppose the introduction of industrial buildings to eastern Moreno Valley and understand Skechers is expanding its product inventory and needs larger storage capacity in the form of an of additional building. The eastern area I feel needs development, but also strong planning that can maintain sustainability and balance with what's currently around it. At the present, I feel the plans to expand the facility will create immediate conflicts with the surrounding area and leave open many questions about infrastructure and impact.

Before I address these points, I first want to highlight upfront concerns and questions about objectivity of most members of the present Planning Commission in regards to topics related to Highland Fairview. Most members were appointed by Mayor Yxstian Gutierrez who has benefitted in his election campaigns from literally hundreds of thousands of campaign donations made from Highland Fairview Super PACs since 2014. The same is true of Mayor Pro-Tem Victoria Baca of whom and the mayor many of the commissioners are personal friends with, have worked on campaigns alongside, or jointly for Super PACs and campaigns organized by Highland Fairview in the past including in regards to the World Logistics Center. Many have vocally spoken in favor of related Highland Fairview proposals as well.

At least half of the current Planning Commission has taken part of one of the related activities from above. The question of objectivity concerning this company is a very serious matter for many in the public including myself. Many are not sure if we can trust the current members not

to simply rubber stamp items for Highland Fairview in the future which can also be said for the current city council majority also.

It's my recommendation for the sake of the impression of transparency and objectivity that the board for this meeting have a quorum of only the members who have not been part of Super PACs for the Highland Fairview or similar campaigns. This is not a legal requirement, but would go a long way to show this board is committed to fair and non-biased consideration of any new building proposals from Highland Fairview and others. Failure to do so in my opinion would further reinforce the widely felt public impression of unethical favoritism to this company.

Moving along to the problems with the new Skechers facility itself, is that the change of plot plan and zoning eliminate commercial space on the western edge of Redlands Boulevard that could be used for services that residents along Redlands Boulevard will need in the future ranging from gas stations, to grocery stores, and other storefront businesses that may appear in a shopping center in an area fed by a growing population in the future. It also limits the diverse types of businesses found there and job creation that could be produced by using the space for one particular building.

A second major drawback of the current plan is that if the building permits are approved and construction ultimately begins, an expanded interchange or freeway bridge for Redlands Boulevard to handle an increased amount of traffic will certainly be needed if vehicle traffic from the site uses it. This interchange already backs up and is congested due to current morning traffic, it especially is when the freeway is closed to accidents and fires. It can back up into other roads nearby including San Timoteo Canyon and Gilman Springs Road. As of my last questioning of the city there wasn't even a study for a new interchange for Redlands Boulevard commissioned only Theodore Street and Moreno Beach Drive. Most trucks and vehicles from the Skechers distribution center use Redlands Boulevard and the unpaved section of Eucalyptus Avenue. Code enforcement nor the police have done much to counter this issue.

If a new facility is added the question of whether they should be allowed to use Redlands Boulevard or will continue to agree to regulations presently used that they already violate remains to be seen and needs to be addressed.

Will new vehicle traffic cause not only larger back ups of Redlands Boulevard which has twelve times the flow as Theodore Street does and also further damage a fifty three year old freeway interchange that already needs expansion and improvement with what uses it currently. This bridge doesn't have updated studies to proceed nor a source of funding unlike the Measure A for Moreno Beach Drive and a federal grant for Theodore Street. Will there be a source of funding to make these improvements especially before this and other distribution facilities from Prologis' property add tenants and open for operation?

Another drawback to the current plan study are over the need for roundabouts which are completely unnecessary at this time given only two distribution centers have access to this portion of Redlands Boulevard. Most of the western development along Redlands Boulevard or zoning is currently mixed use or residential. The western portion of Eucalyptus isn't connected fully between Redlands Boulevard and Moreno Beach Drive. It won't be unless the Prologis development reaches buildout first or another source of funding is found. The eastern area of Redlands Boulevard is zoned for mixed use and commercial on the southern end. Other

portions are under legal dispute right now regarding litigation from the World Logistics Center which still has its current Environmental Impact Report needing replacement by Highland Fairview. Many like myself feel this process will eventually be too costly for Highland Fairview and will cause them to seek a different rezoning in the future that doesn't need roundabouts. Before allowing use of these constructed for traffic mitigation, the city needs to wait and see the ultimate outcome for that type of development in the eastern end of the community before using public funds that could use an alternative mitigation first.

Even if in the future there is significant logistics or industrial development there, roundabouts can be alternated by more traditional street designs and technology. No matter what is there, traffic collision risk increases through roundabouts which overall are a general safety hazard for commuters and traffic on Redlands Boulevard going onto the freeway or over it. This is especially true if industrial development lags or never occurs for it to be used. This confluence alone negatively impacts commerce and travel in itself let alone from increased truck and vehicle traffic heading in and out of a new 35 acre distribution center. My recommendation is to permanently leave this as a traditional intersection design as an alternative no matter the eventual type of construction there.

Another common question is who or what will fund the needed infrastructure improvements if this distribution center is to be constructed in the near future. Highland Fairview was once contracted to complete Eucalyptus Avenue for any second phase of the corporate park and interchanges needed and is currently for some aspects regarding the World Logistics Center. In 2018, the city considered construction of this same area as an alternate construction route if a new Theodore Street interchange were added. That plan included the city funding Eucalyptus Avenue as a temporary construction route. Who will fund these needed pieces of infrastructure, the city itself or other parties? Will they include resources from Highland Fairview that will be adding a significant amount of traffic to this interchange? This is a valid concern as projects such as the nearby Prologis property have been approved and not completed such as the Moreno Beach Drive interchange. Once these other properties reach buildout a need for a new interchange is imminent.

Beyond these immediate impacts there are alternatives to the site plan and other factors to consider from the applicant itself. When the first Skechers distribution center was completed in 2011, it first promised 1,000 permanent positions with just the original phase to begin. Both Skechers and Highland Fairview who jointly own this building through now two joint ventures, namely Highland Fairview Logistics, made statements of this kind. The reality was almost no positions were created by the new building. Skechers eliminated 400 positions in a net loss from five pre-existing distribution centers near Ontario International Airport due to a more condensed operation and automation. At peak season, no more than about 400 employees even use this facility. Most of these positions are minimum wage in the retail store, employees who sort and pack inside of the distribution center, or similar. Many are not residents of Moreno Valley for the few positions even created in the years after the facility opening. I previously knew the associate manager of the retail store who lived in Cherry Valley and was transferred from Ontario as well as others employed in the distribution center as temporary labor or who worked in the store only able to acquire part-time hours because no more could be expanded. The only addition that has occurred since is the cafe inside which produces only similar types of minimum wage service positions.

Highland Fairview itself has promised tens of thousands of jobs with the World Logistics Center and other proposals previously such as Moreno Highlands, the Moreno International Trade Center, and similar projections for this same property. Iddo Benzeevi has owned the World Logistics Center properties since 1985 through the dissolved entity Benzeevi-Cohen Corp first which ultimately merged into Highland Fairview around 2004. Both firms promoted Moreno Highlands projected to have 20 and 30,000 jobs with mixed use development and the Moreno International Trade Center logistics aerospace airport with estimates as high as 50,000 jobs. Neither concept nor any other Benzeevi or these companies have brought forward at all materialized, lived up to promises projected, or were even completed by them as claimed.

Given the track record of the past claims for these parties there is little reason now that this new expansion will be different or produce more types of positions than already mentioned. With thirty-five years of activity in Moreno Valley and Southern California with literally no results there is enormous doubt another phase will even be completed to begin with from Highland Fairview or its partner.

Even if there is a completed distribution center it seems eliminating the previous zoning from commercial to logistics would reduce the ultimate possible job creation by taking out different types of possible business construction.

Highland Fairview will claim it alone produced the Skechers distribution center which by itself is false as the property is owned through three joint ventures with Skechers USA including Highland Fairview Partners and Highland Fairview Logistics which is actually a subsidiary corporation of Skechers USA to finish construction on the distribution center. We are already seeing a business which did not and will not produce what is claims.

Another possible obstacle is that Highland Fairview's is operated with a small executive under by Iddo Benzeevi who is its president and Chief Executive Officer. Benzeevi besides having formed Highland Fairview also did so another company based in Visalia, Healthcare Conglomerate Associates or HCCA that previously managed Tulare County Regional Medical Center and Southern Inyo Hospital in the Central Valley.

This company in 2017 was stripped of its management contract by the boards operating both medical facilities. Both also were closed to the public following management from HCCA, one for almost a year. HCCA including Iddo Benzeevi and his younger brother Yorai Benny Benzeevi who served as the firm's CEO and former medical doctor are under criminal investigation by the Tulare County District Attorney's office. Not only does it give solid questions about the management of Highland Fairview and ethics, but a reasonable possibility exists Iddo Benzeevi could be criminally indicted by this probe in the future. His absence from Highland Fairview's small executive team could be a negative hindrance to a new distribution center moving forward given Skechers is bringing about the second phase with it as a partnership and joint venture. Until this probe is resolved than it may be time not to pursue or allow for a second phase. Highland Fairview's first general contractor also in 2011 left construction of the project breaking promises of using regional labor as three firms were later commissioned from Orange County. Many of the companies used in the construction out as part of mechanical liens unpaid for months and years after the first Skechers building was completed. Highland Fairview as a whole has a poor and thon track record of building and following through with completed agreements. This has been true for decades of Benzeevi's companies.

There are possible solutions to the more immediate negative drawbacks of the plan. Requiring Highland Fairview to move the site south of its already existing facility could keep the current zoning from other needed business uses. Having it along Theodore Street or only allowed to use Eucalyptus to this portion on some level also reduces negative impact from traffic of vehicles entering and leaving. There is no need for any roundabouts until a future and more large scale development occurs, especially if Highland Fairview changes what it intends to do with the property in the future. They are not needed anyway for semi traffic on any magnitude as it is.

If there is not some mitigation to this, there could be an increased chance of further litigation over the approval of a new Skechers distribution center due to alleged flaws in the Environmental Impact Report or some other aspect of planning like infrastructure. Litigation continues and has successfully halted parts of the documents for the World Logistics Center Environmental Impact which has already shown Highland Fairview did poorly and non-transparently in planning for this and probably will for any building for Skechers. Either way the city has already expended hundreds of thousands of dollars in legal fees for litigation regarding Highland Fairview proposals which it has very slowly been reimbursed by this company in the process. The litigation has already negatively impacted the credibility and reputation of the city for these aspects, especially lost litigation, and likely will again because of a rapid approval process for a building that potentially would be in the larger property of the World Logistics Center. It's as if the city fails to learn from the past or doesn't care about adequate planning practices to protect the public from environmental impacts or mitigation the traffic either. This may or may not be the case of the city staff, but more negative legal outcomes or press will solidify this impression in the minds of much of the public.

The city cannot continue to ignore these factors, it only harms its ability to do business and reputation, especially in regards to the impression of ethics.

I sincerely hope you take and consider many of the concerns I have over the current plans and process for this approval seriously and with objectivity. Moreno Valley needs fair, trustworthy, and ethical representation in future planning and development. I hope you all can bring it.

3/26/19

Chris,

Thanks for the follow through with the docs requested. Have not yet heard a response back from Jeff Zwack and have to ask when and why he has a title of Planning Consultant doing MV planning reports. The report and addendum are a tremendous amount of material to review in the little spare time I and I expect most Commissioners have. Would like to know what other material the Planning Commissioners might have received, such as full size plans for the project. Just viewing the plans at the end of the report leaves me with a lot of questions that might be answered with better graphics. If something more is available, please make it available.

Based on the site and landscape plan in the report there is an unaddressed area that could be a plaza at the southwest corner of the building and quite limited landscaping between the roundabout and the building. Please answer the following.

1. What are the details for the plaza element?
2. What does this building elevation look like?
3. What better detail is there of all the building elevations?
4. Will the look of this building just be cloned element from the existing Skechers?
5. There does not appear to be any landscaping between the roundabout and the building parking lot - why?
6. A trail is noted along the east side of Redlands and described as being in the r-o-w easement along Eucalyptus but it is not shown/defined on the plan. Why?
7. I found no mention, even in the conditions of approval, that the trail will be installed. Will it or won't it be installed? Why not?
8. A multi-purposed trail was to be installed the entire length of the existing Skechers site but the developer got the City Council to postpone the installation until later. Seems to me it is now later and time for the entire trail to be installed. Will it? If not, why not?
9. It does not appear that the existing streetscape design and screen wall set back continue to Redlands. Is this correct or have I miss read the plans?
10. Why is there not a commanding, focal/entry design element on both corners of Eucalyptus at Redlands? This will be a primary entry point to the WLC and space to accommodate any landscape or monumentation is not available, as least not on the project site.
11. Have a lot of respect for the use of roundabouts but want to know what Caltrans has to say about one proposed so close to their on/off ramps?
12. Since the roundabouts are a future install with WLC what upgrades will be done now to deal with the current congestions and project congestion. Thought more improvements were already required but noting more has occurred since Aldi's completion and we are now getting traffic to the Prologis warehouses.

I will really appreciate answers to these questions because they just can't be asked and answered at the public hearings.

 March 22, 2019

Jeff/Chris

I was informed the existing Skechers wants to expand and make GP/Zoning changes to the property next door to the west. Please provide me with the following information:

1. Existing Skecher project's conditions of approval (all associated with that project's for HFCEP General Plan Amendment (PA07-0089), Change of Zone (PA07-0088), a Plot Plan (PA07-0091), and a Tentative Parcel Map.)
2. Where on-line (MV website) did you post the Notice of Availability for the EIR Addendum or for the upcoming hearing?
3. I have read the proposed Circulation Element text changes but there is no explanation in the staff report about the purpose of this addition or impedes for it. The resolution to

- adopt say it is to provide added clarification. Please explain why this came about now and why it is wrapped into this project. See no correlation based on the project design.
4. Desire to see a calculation of the zoning acreages of land still available for development in the zoning designation BP, BPX, and I. This past decade has seen almost all the BP and BPX rezoned to I. Please explain where business park development could flourish in Moreno Valley. We are losing development and job diversity in our city limiting zoning to Industrial and thus warehousing.
 5. Where can I find the original mitigation measures. In the addendum some MM are written off as addressed but the text of the MM is not provided to understand what was addressed. Example below notes the MM LU-1 is no longer applicable yet I don't know what MM LU-1 should be requiring. Additionally, this project area is not within the WLC-SP so an explanation is needed to understand the tie-in if the MM is not considered applicable.

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

Please give serious consideration to expanding your 300 foot noticing radius. With the large lots around this project site is likely you notified less than half a dozen different property owners. Therefore, I would appreciate being notified of all projects associate with Highland Fairview and any other warehouse development in Moreno Valley. Will accept either mail or email notification.

March 19, 2019

Good evening/morning Mr Zwack,

Can and will you answer my question in my email found below as well as indicating differences/conflicts between the settlement agreement I sent you and documents you sent me.

Thank you for the documents,

March 19, 2019

Good afternoon Mr Zwack,

Please read the November email found below. Can you assure me that all aspects of the attached settlement agreement has been honored with the proposed General Plan Amendment, Change of Zone and EIR Addendum for the Plot Plan for a 768,000 square foot industrial building. at the NE corner of Redlands Boulevard and Eucalyptus Ave?

Please email me today links to the environmental documents related to this project and staff's report.

If there are differences between the proposed project and the settlement agreement, please make sure they are indicated.

Thank you,

November 27, 2018

Good morning Ms. Yaghoubian,

The Sierra Club is quite concerned about the proposed General Plan Amendment and Change of Zone for the area west of Skechers. The project area was part of a Settlement Agreement which needs to be honored. Please make sure you explain how the proposed project will deviate from the condition of the agreement and also where it will add to the impacts identified in the original EIR.

Please keep the Sierra Club informed of all documents, meetings and hearings related to this project.

Thank you,
